VOL. CCXX, No. 2865
PRICE TWO SHILLINGS

Fit "TripleX"- and be safe
Regd

THE SPHERE
With which is incorporated "BLACK & WHITE"
JANUARY 8, 1955

# The SPHERE

with which is incorporated The GRAPHIC

Bulmer's Cider
the most popular cider of all

DIEU ET MON DROIT
BY APPOINTMENT
CIDER MAKERS TO THE
LATE KING GEORGE VI.
H. P. BULMER & CO. LTD.
HEREFORD

BRITISH SEAGULL
"The best Outboard Motor in the World"
THE BRITISH SEAGULL CO. LTD., POOLE, DORSET. Telephone: POOLE 818

BY APPOINTMENT
CEREBOS LIMITED, TABLE SALT AND PEPPER MANUFACTURERS TO THE LATE KING GEORGE VI.
Cerebos
Salt perfection

=ABDULLA = MAKE THE BEST VIRGINIA CIGARETTES

MC MC
BY APPOINTMENT PURVEYORS OF CHAMPAGNE TO THE LATE KING GEORGE VI.
MOËT & CHANDON
CHAMPAGNE
MAISON FONDÉE EN 1743
DRY IMPERIAL and PREMIÈRE CUVÉE
Vintage Non-Vintage

Great stuff this Bass
TRADE MARK

WILLIAMS & HUMBERT'S
DRY SACK
REGD
The World Famous
Sherry
SPAIN'S BEST

Otard
COGNAC
BRANDY
FAMOUS SINCE 1795

ALL CLASSES OF INSURANCE TRANSACTED
UNITED BRITISH INSURANCE COMPANY Ltd.
BYRON HOUSE, 7/9, ST. JAMES'S STREET, LONDON, S.W.1

PUBLISHING OFFICE: INGRAM HOUSE, 195-198, STRAND, LONDON, W.C.2
Registered as a Newspaper for Transmission in the United Kingdom
FOR POSTAGE RATES SEE FRONTISPIECE
PRICE 2/-

*In a 'dry martini'*

*better drink*

**MARTINI**

**Good Mixers**

**make it this way**

Two-thirds Martini Dry
One-third Gin.
Stir well with ice.
Strain and serve with olive in glass.

Volume CCXX No. 2865

The SPHERE, London, January 8, 1955

# The SPHERE

with which is incorporated THE GRAPHIC

**E SUEZ CANAL BLOCKED—A SECTION OF THE LONG LINE OF SHIPS WAITING BEHIND THE OIL TANKER "WORLD PEACE" AFTER THE COLLISION NINE MILES NORTH OF ISMAILIA: The Suez Canal was completely blocked for three days at the end of last week when the steering gear of the Liberian tanker *World Peace* broke down and the vessel collided with one of the piers of the El Ferdan swing bridge. Part of the bridge is lying jammed against the ship's superstructure.**

r three days over 200 ships bound for the Suez Canal were delayed by the worst accident there in its eighty-five years' history. The tanker *World Peace* was aming second in a convoy bound for Port Said when her steering gear broke down, she collided with one of the piers of the El Ferdan road and railway bridge. e of the wings of the bridge collapsed across the deck of the tanker, the er end being jammed into the sand on the banks of the Canal. It took the best t of three days and nights to cut away the 350 tons of metal on the tanker's superstructure; in addition, there was danger of fire, as the *World Peace* was loaded with crude oil. Meanwhile, vessels were gathering at Port Said and Suez, and along the Canal stretched the rest of the convoy held up by the accident. In the Mediterranean and the Red Sea oncoming ships were reducing speed so as to avoid further congestion. The cost of the delay of each vessel was between £1,000 and £3,500 a day. But the shopkeepers and merchants of Suez and Port Said enjoyed an unprecedented boom. (Further pictures from the Suez Canal appear on page 65.)

Postage—Inland, 2d.; Canada, 1½d.; Elsewhere Abroad, 2½d.

## AUSTRALIAN WEDDING IN LONDON

**THE HIGH COMMISSIONER'S DAUGHTER MARRIES IN WESTMINSTER ABBEY :** Miss Judith D. White, youngest daughter of Sir Thomas and Lady White, and Mr. Geoffrey W. Harley, of Toorak, Melbourne, in company with their attendants, leaving the Abbey's Henry VII Chapel after the marriage ceremony. The Dean of Westminster took part in the service. Following a reception at the official residence of the High Commissioner, the bride and bridegroom sailed for Australia. Among the wedding guests were the Lord Chancellor and Commonwealth representatives.

## PRINCESSES ON THE STAGE

*On right—*

**THE CROWN PRINCESS OF THE NETHERLANDS COMPÈRES A CHRISTMAS PLAY :** Princess Beatrix introduced the items during a traditional play entitled *From Everywhere to Bethlehem's Manger*, presented by children in the Military Police garage at the Soestdijk Palace. Among those taking part in the play were Queen Juliana's youngest daughter, Princess Marijke. Members of the Dutch Royal family were in the audience.

*Below—*

**"ALADDIN" IN DENMARK :** A scene from the play in which Princess Margrethe, heiress to the Danish throne, portrayed Princess Gulnare. She is receiving the homage of the Grand Vizier, played by Else Marie Rasmussen, one of the Princess's classmates. All the parts were played by girls of the school which Princess Margrethe attends.

**RATES OF SUBSCRIPTION TO "THE SPHERE"**

*Orders for subscription to* THE SPHERE *should be handed to any bookstall or newsagent, or addressed to the Subscription Department,* THE SPHERE, *Ingram House,* 195-198, *Strand, London, W.C.2. The rates for* 12 *months, including Christmas Number, for Great Britain and Eire, are* £5 16*s.* 6*d.*; 6 *months and Christmas Number,* £3; 6 *months without Christmas Number,* £2 16*s.* 6*d. For Canada the rates for the same periods are* £5 14*s.*, £2 19*s. and* £2 15*s.*; *and for elsewhere Overseas* £5 18*s.* 6*d.*, £3 1*s.* 3*d. and* £2 17*s.* 6*d. Terms include postage.*

# A London Newslette

195–198, STRAND, W.C.2.

**Ratification at Last.** — France, Paris and M. France saw the old year out in anxiety and uncertainty. Most of us, when we revel at Christmas time, for a day or two, thrust back some anxiety or fear which besets us, but usually we are sure of the momentary goodwill and sympathy of those we call our friends. France was compelled to pass the season of goodwill between two fires—the threats of foes and friends alike. It does seem odd that the best premier whom France has had the luck to serve under for decades (the first who, in recent times, has removed from her Parliamentary system some of its absurdity and unreliability in the eyes of her own and other peoples) should have so many bitter personal enemies. One might suppose that a man who could achieve miracles in an Augean stable should be allowed a rough side to his tongue and a harsh way with obstructionists. One may well fear that the older generation of her professional politicians can never be expected to view a vital national problem whole and exclusively. Always the lens must be bedevilled with the motes and beams of party strategy. They are adroit and brilliant chess-players on a little board. Their eyes have lost the power to move life-size pieces on a world-wide board. Be that as may, after four years of hesitation and eleven days of bitter debate, postponements and reversals, the French Assembly approved of German rearmament and so ratified the agreements. A grim decision, a grudging concession, but where would France stand if ratification had been refused? A nation isolated, without influence in Europe or in the Councils of the Great Powers, another nation with a noble history open to be wooed by Russia for the satellite harem. *Pends-toi, brave Crillon.* And so, by the narrowest majority, the decision, hideous to France with her memories, was made in the silence of men signing an inexorable death warrant. Even now there is the possibility of delay which might keep France out of the fourteen-nation implementing conference of W.E.U. fixed for January 17. But the Senate, which has no power of veto, is unlikely to delay it by amendment. Even so, with an acceptance so grudging and so spiritless, the influence of France in the decisions of W.E.U. can hardly be very compelling or co-operative for some time to come; not, at any rate, until the attitude of Russia to an early four-power conference is known. France would have made that effort a precondition of ratification and would still seek to defer German rearmament until it has been tried and has failed. The chief point of unanimity, in France and with her allies, is solid adherence to the Atlantic Pact. Nothing else is solid or unanimous.

**Hands-up—Pay-up.**— When the N.U.R. announced its intention to order a railway strike for January 9, I suppose most of us were shocked, annoyed, even angry. But I doubt if one in ten carried in his memory the vaguest details of the history of railway wage negotiations and threats in the past twelve months alone. Before Christmas of 1953, there was in existence a new wage award agreed between the union and the authorised tribunal — the established conciliation machinery. Nevertheless, a Christmas strike was threatened, and Christmas being, at least in one sense, a sacred festival, all concerned rushed to a compromise or truce. The State, which represents the travelling public, postponed action along the lines of its trust to the public, threw over the authorised tribunal's award and paid no heed to the balance sheet of a public corporation. The increase conceded in the wage scales of railwaymen was regarded by their union (or by the vast majority of its members) as totally inadequate. *But* it was accepted and there exists already a new wage structure. The Transport Commission works at a loss. The union's full demands will cost it £8,000,000 more, with no early hope of off-setting that loss by higher revenue. No doubt there are grades of railway workers whose earnings compare badly with their opposite numbers in industries, nationalised or otherwise, which pay their way. The principle that profits from industry should be shared more fairly between workers and shareholders is well established. The principle that industries which do not make profits must act towards their employees as if they made handsome profits is not established, and when it is, the bankruptcy of our economy will be round the corner. "The nationalisation of industry" is no longer at the head of a Socialist programme. Even the theorists have observed that this specific for giving the public better transport and cleaner, cheaper and more coal has not shown encouraging results, and even theorists must think twice before they approve the principle that the first charge upon a nationalised industry which is not paying its way, must be what its employees regard as fair wages.

**The Public's Raw Deal.**—They cannot even urge that it is the inefficiency of the management which keeps the revenue down. Their management is a public control or corporation. It is theirs and are in on it. But they *will* have what they want public must pay, either by means of a State or by still higher fares and freight rates. They even hold out the "distant prospect" of pa back by accepting the principle of harder wor reduced staff. Their union would not dare such a promise except in vague terms. If the should come, it would shatter our economy, wh not yet recovered from the dock strikes. If the is averted, who dare hope that it will not be by weak compromise, another Government postpo of action in its trust for the nation; by compro postponement which already time and again further weakened the decreasing power of tho direct labour and of the unions themselves have the unofficial strikes where the union's is spurned, and we have the unions going ov heads of the management—public or privat negotiating direct with the Government of th which is found by experience to be, from its co muddle-headedness or a fatal belief in the v formulæ, face-saving and compromise, a much hopeful by-pass to the union's goal.

**The Bitter Kernel.** — The facts nutshell are that the union, pressed by the whelming determination of its members, set as accepted machinery of negotiation again, and to rely on its own strength which is capable of w our economy. The Government interven expected, and set up a Court of Inquiry which overloaded agenda embracing the most com questions, includes the examination of a new ( new) claim for higher wages which has not y put forward constitutionally. The union agreed to "come in" with a "case" befor court but refused to withdraw its strike not January 9. That implies that the court must work which demands weeks of examination f permanent settlement, in a matter of days, and realise from the start that unless it works in a hurry (and that means patchwork again), the will be on us before its recommendations examined by the union (or the workers who the union). It must also realise that unless its mendations find acceptance, grudging or oth with the workers, the strike is a certainty. And acceptance is grudging, the strike will breed a If this is not working at the pistol point, if this patchwork and compromise again, if this anarchy in industrial relations and the denial o justice, words mean nothing.

## NEW ZEALAND'S NEW HIGH COMMISSIONER

**MR. THOMAS CLIFTON WEBB COMES TO LONDON TO TAKE UP HIS APPOINTMENT : He is seen with his wife and daughter (Mrs. Hall) following his arrival in this country in the liner *Rang* Mrs. Hall had met her parents at Southampton.** The sixty-f old new High Commissioner, who succeeds the late Sir Frederick entered Parliament in 1943 and was made a Cabinet Minister i At the time of his appointment to London he was Minister of Affairs, Island Territories, Attorney-General and Minister of Justi was appointed a Q.C. just before his departure from New Z

**God Rest You . . .**—The *New Sta* found a seasonable leader or squib much to its the notion of Sir Anthony Eden and Mr. Dulles ing themselves at Christmas with good cheer sentimental thought or two about the Ch message of Peace and Goodwill, before resumi task of preventing any peace becoming between East and West as a result of rearmament. And it began prettily and enough, it crackled with fiery pinpoints, as squ and had one brilliant flash as it suggested tha statesmen and all humanity might well, "unfortunate incident" occurred, be eating th Christmas turkey before world devastation fe the air. Indeed, the possibility of world warfa atomic weapons can make a wit and a prophet cretin or an oaf. There is nothing to be said for it is wholly evil in a military sense, wholly universal suicide. But, as the *New Statesm*

ich wiser than the old statesmen of *every* party) veloped the frightful consequences of blindness and ly, it found it necessary to hedge: "It may be cessary, while the East-West deadlock continues, keep a stock-pile of nuclear weapons as an ultimate errent . . ." So what? Even Solon must flirt h the evil thing, just in case Irene turns him down. en Solon is as muddle-minded as the rest, the fools power who will not listen to him. At the last ort (in Mr. Bevan's "answer to the Russians") if ssia is aggressive, the rest of us will all commit ional suicide. This unfortunate "hedge" rather nps the brilliance of the squib, rather suggests that v statesmen and old statesmen (of whatever party) in the muddle together, all atomic comics. Some- w the squib had become a damp squib, or, conversely, live, it frightened the thrower as much as it frightened victims. There is one thing which dismays all rry Gentlemen.

**One Thing No One Knows.**—Not even Bevan or the brilliant editors and publicists or rtrand Russell and the philosophers can see into mind of the Russian leaders. Some tourists may netrate the Iron Curtain and declare it is a mere e veil and that the Russian people are friendly, ace loving and virtuous. And indeed one might have nd many such in Hitler's Germany at the hour of triumphs. But the thoughts of man are not able and the thoughts of dictators are often evil l sometimes translated suddenly into acts from ich there is no return. And so we "hedge" with Devil's last instrument of destruction, and no gle pundit is quite prepared to be off with the new e and cling to the old. We must train our armies s for" the use of atomic weapons. It is cheaper to so. But supposing the Kremlin should decide to rch with overwhelming man-power, to rely on weight divisions armed with conventional weapons, our le defence force will not be "up" in bow-and- ow warfare. It will be the few and the untrained inst the many highly trained. And if the tide of ression rolls on and total slavery is seen to be our e, what then? The soldiers will demand to use the apons they have and know how to handle, world cide or no. And the civilians will have to make the ision. Those Governments furthest off will cry ward! and those in the front line will hesitate. animity and promptness will be hard to achieve. e stockpile may become more than a final threat to ression. It may well light the match for the big bang.

**A Vatican Decision.**—The Council of istians and Jews set up in 1942 to cope with many problems concerned with religious and racial secution, has a number of admirable articles in its rter. Our own Queen is its patron. The heads of Churches in Britain and the Chief Rabbi are sidents. Of these, Cardinal Griffin has now resigned, instructions from the Vatican. It is difficult to derstand why he and other leading Roman Catholics e allowed to join the Council in various capacities teen years ago and to take part in its admirable ours. For my part, I try to avoid any controversial ment in matters of religion, which is controversy's st bitter arena. It is perhaps harmless and even to say that, in this world of doubt and cynicism hate which seem to get us nowhere, all religions are d which preach brotherhood, humility, self-discipline suchlike virtues, and each such should be welcome n ally in a noble cause, which might well discourage claim that *ad hoc* one is "better" than another. we do not know the reason for the Pope's decision r thirteen years of acceptance and we are wise to t in silence for light.

**Air Disasters.**—I suppose 1954 was a bad for flying. The disasters that occurred were tacular and raised some large notes of interrogation cerning the airworthiness of famous and admired es of craft. Disasters in the air and on the railways ive more prominence than those at sea or on the ls, chiefly because both the former are newer forms transport. There are probably proportionately e survivors from a major disaster on the roads and ea and even on railroads than in the air. But istically I believe the risks of air flight to-day pare more nearly with railway risks than sea risks, quite certainly than with road risks. Nevertheless, rprises me that major air disasters have so little erse effect on the revenue of the air lines. A few after a great disaster, the demand for accom- ation is back to normal, if it had even a temporary ine. Air travel has become "the only way" people who must save time in business and on lays. The risks are inconsiderable and few people, ss they are claustrophobic, consider them. Con- ence is more important.

THE OLD STAGER

IN NEXT WEEK'S ISSUE

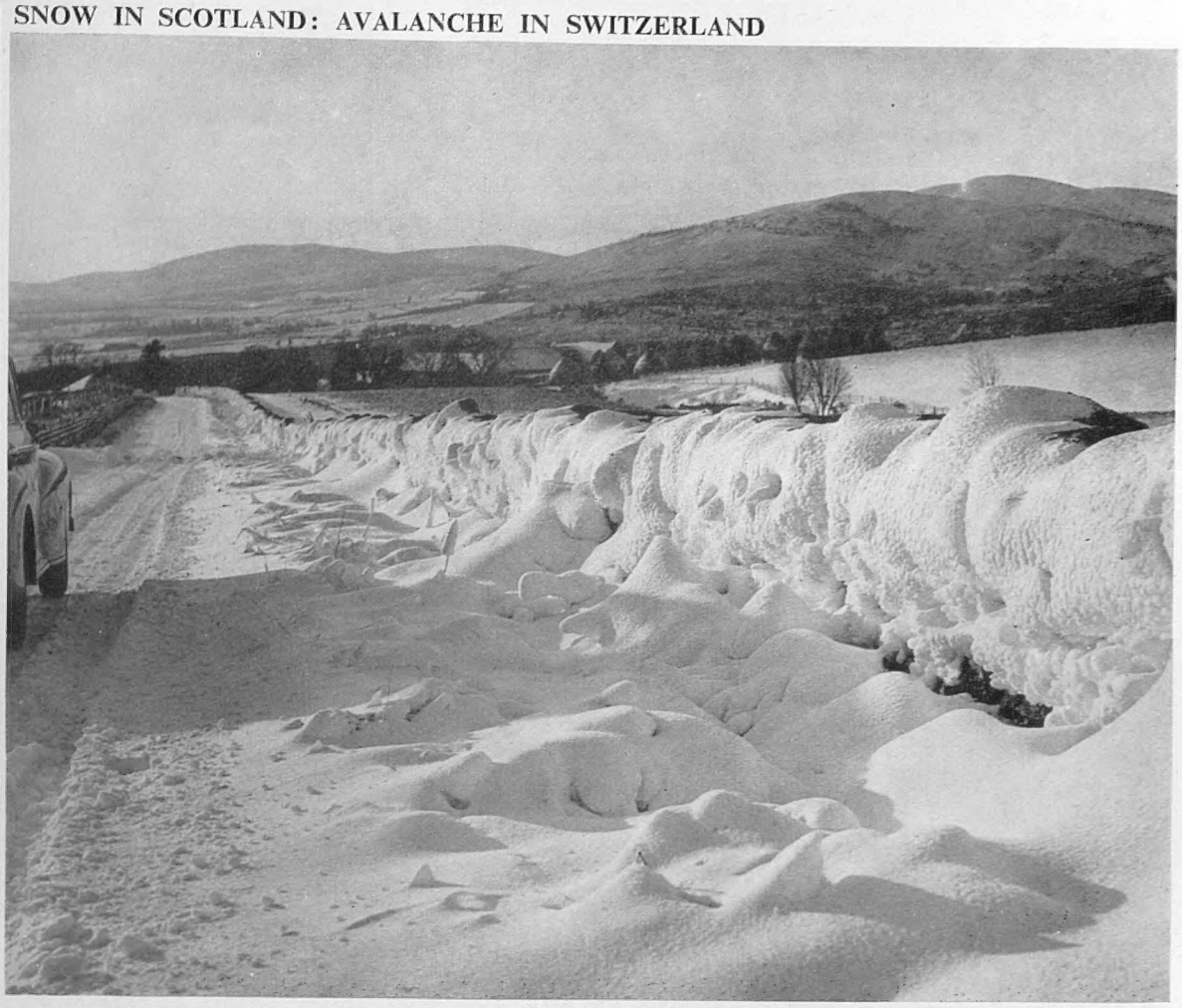
**CWM IDWAL**

*The New Nature Reserve in Caernarvonshire*

By R. ELFYN HUGHES,

*Conservation Officer for Wales*

## SNOW IN SCOTLAND: AVALANCHE IN SWITZERLAND



**A SEASONABLE PICTURE FROM NORTH OF THE BORDER—A MINOR BLIZZARD IN NORTH-EAST SCOTLAND:** A view of the snow-covered countryside near Tillyfourie Forest, in Aberdeenshire, at the turn of the year. In the foreground are small drifts caused by the high winds. Rising in the background is the hill of Tillyfourie. Last week-end the cold weather intensified and there were slight snow showers in East Anglia and in south-east England. All Britain experienced a cold easterly wind.

*On left—*

**A CHRISTMAS EVE TRAGEDY IN SWITZERLAND—AVALANCHE DAMAGE IN THE VALAIS:** Four men were killed when masses of wet snow pounded down from the Grand Combin mountain on the village of Fionnay and buried the hut in which they were living. Two others, who were dug out by rescue workers, were injured. The six men were engaged on the Mauvoisin hydro-electric power project and had remained on duty in Fionnay while other workers had Christmas leave. They had drawn lots for the duty week-end. Avalanches were also reported from other parts of Switzerland at the close of the year.

**CRUSHED BY THE AVALANCHE:** A rescue party seen at work uncovering a wrecked house in the village of Les Planches, near Lourtier, another small Alpine village close to Fionnay. Owing to the warm weather the danger of avalanches lasted for some days. Avalanches also caused damage in Austria, two persons being killed in Salzburg Province.

# PERSONALITY PARADE

*Wedding and Engagement, Separation and Reconciliation, Make Up the Lives of Some of the People in the News*

**STAGE AND PARLIAMENT WED ON NEW YEAR'S EVE : Miss Valerie Hobson and Mr. John Profumo toast each other before leaving London by air for their honeymoon in Paris. Earlier in the day they were married at St. Columba's, Pont Street. Miss Hobson, who has been playing the part of Anna in the American musical *The King And I* for more than a year, will return to Drury Lane and resume her role after the honeymoon. Mr. Profumo, who is the M.P. for Stratford-on-Avon, is Parliamentary Secretary to the Ministry of Transport.**

*On left—*

**GLORIA VANDERBILT TO SEEK A SEPARATION : The Vanderbilt heiress, Mrs. Leopold Stokowski, seen at a New York theatre with the crooner, Mr. Frank Sinatra (left). Earlier in the day it was announced that Mrs. Stokowski would seek a separation from her husband, the London-born conductor. Mrs. Stokowski is now embarking on a stage career, and is due to appear on Broadway. She denied rumours of a romance with Mr. Sinatra, who said: "We're just friends. She's a swell egg."**

**VISCOUNT HAMBLEDEN ENGAGED: The twenty-four-year-old head of W. H. Smith and Son is seen in New York with his fiancée, Donna Maria Carmela Attolico de Adelfia, after their engagement was announced. Viscount Hambleden met his fiancée while on a visit to the United States. Donna Maria is the daughter of Countess Eleanora Attolico de Adelfia, of Rome, and of the late Bernardo Attolico, a diplomatist who died in 1942 while serving as Italian Ambassador to the Holy See.**

*On left—*

**MEL FERRER AND AUDREY HEPBURN IN LONDON : They had returned from their honeymoon on the Continent to discuss plans for their new film in which they hope to co-star. It is to be made in Britain and its theme may be *Ondine*. They first met in the play of this name in New York. They were married at Burgenstock, in Switzerland, last September.**

**COLONEL YOUNG HOME FROM KENYA : The former temporary head of the Kenya Police was met at London Airport by his wife and thirteen-year-old son Christopher. Colonel Arthur Young was seconded from his post as Commissioner of Police in the City of London to take up the duties in Kenya from which he recently resigned for policy reasons. Colonel Young refused to make a statement on his arrival.**

**A ROYAL COUPLE RECONCILED : Ex-King Peter of Yugoslavia and Queen Alexandra, with the Countess of Toledo, left, seen at the Swiss winter sports resort of Gstaad, where the Royal couple have been spending a holiday together after more than a year of separation. At one time last year divorce proceedings had been undertaken in Paris, but now King Peter and his Queen have announced their reconciliation.**

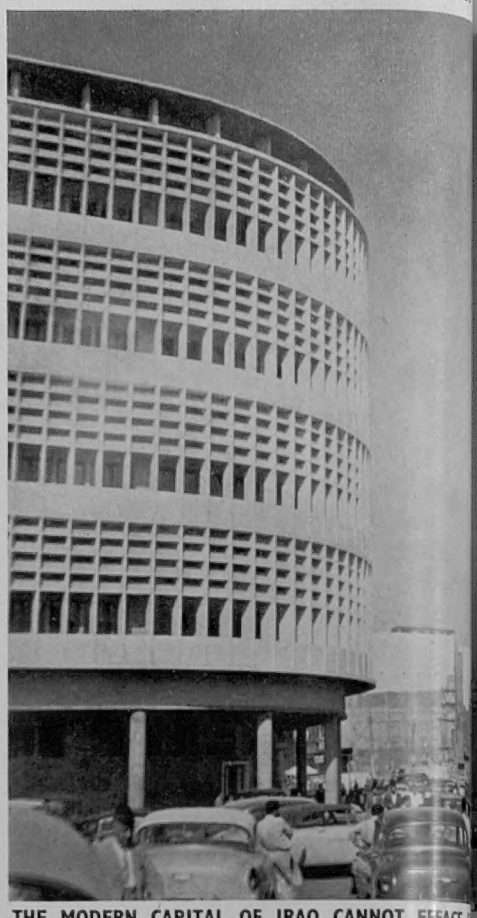
350 TONS OF METAL BRIDGE JAMMED INTO THE DECK OF THE TANKER : A tug and a huge crane taking part in the feverish efforts made to remove the one end of the swing span of the El Ferdan bridge which was jammed into the superstructure of the tanker. The 10,892-ton *World Peace* is lying athwart the Suez Canal, while the other end of the bridge, with which she had collided, is held fast on the shore. The section of the bridge resting on the deck, estimated to weigh 50 tons, had to be cut from the rest of the bridge with oxy-acetylene equipment. It was only after three days' work that the tanker could be towed away, and the Suez Canal became once again open to shipping. The bridge was a temporary one built during the war and was due for dismantlement.

# THE SUEZ HOLD-UP

*Over 200 Ships Waiting to Go Through the Canal were Held Up for Three Days by the Accident at the El Ferdan Bridge*

THE SHIPPING PILES UP IN SUEZ HARBOUR WAITING FOR THE CANAL TO BE REOPENED TO TRAFFIC : Some of the ships held up at Port Suez when the Canal was closed to traffic for three days. More than 200 ships waiting to go through the Suez Canal were held up there and at Port Said, at the north end of the Canal. At Suez some of the vessels waiting to go through could be anchored in the Great Bitter Lake, but at Port Said there was considerable congestion.

**MODERN ARCHITECTURE IMPOSED UPON THE ANCIENT STYLE OF BAGDAD : Iraq's recently-acquired wealth from oil has resulted in many new buildings in the capital, Bagdad. This picture shows some of them, not all complete. Telephone and electric cables run between them. Yet in the middle is a scene which can have changed little since the "Arabian Nights" : camels, Arabs and an alley of crowded dwellings.**



**THE MODERN CAPITAL OF IRAQ CANNOT EFFACE [illegible] American motor-cars. On the left corner is [illegible] symbolise much of the real spirit of the [illegible]**

# PROSPERITY BROUGHT BY O[illegible]

*Wealth Comes to the Capital of Iraq [illegible] her Oil Wells ; but Behind the M[illegible] Façade Much of the Ancient Tradition Re[illegible]*

The Book of Genesis tells us that four rivers flowed out of the Garden of Eden. The third of these was Hiddekel, which scholars identify with the Tigris, one of the two historic streams flowing through modern Iraq.

To-day it is not water but oil which makes Iraq one of the key countries of the twentieth century. The oil wells supply an export commodity which has been not inaptly described as "liquid gold." As a result Iraq is enjoying a new-found wealth, and Bagdad, the capital, is having its full share of it.

Superficially the old town of Haroun Al Raschid and the Arabian Nights is taking on a new look. Wide streets are being constructed with modern buildings on both sides. Often these thoroughfares are crowded with British and American cars of the latest types. In the shop windows are radios, vacuum cleaners, washing machines and many other modern inventions.

But in many ways this is only a façade. Behind the glass-fronted buildings one can still find squalor and poverty of the kind which has existed for centuries. Outside the city the peasants, most of them illiterate, continue to live in mud huts. King Feisal and his Government are planning to spend some of their large royalties from oil on a large-scale programme to raise the general standard of living. In this way it is hoped that Bagdad may become a modern centre worthy of its inheritance from the Garden of Eden.

**ONLY THE FAÇADE MAY BE TWENTIETH-CENTURY : Modern street lamps hang over the automobile traffic in Al Raschid Street. B[illegible] these modern buildings are ramshackle Arab dwellings. Hotels may be modern, but in many parts of the city sewage and [illegible] scarcely exist. The Government plan to spend some of the wealth from their oil royalties to raise the general standard [illegible]**

-Al Raschid Street, named after the immortal Caliph, is crowded with the latest types of British and lding. But on the right is an old-fashioned Arab house and beyond it domes and a minaret, which still ng Feisal Street is seen across a neatly-laid-out garden. Over the up-to-date shop-fronts are signs in English as well as Arabic. Buses and cars cross the bridge in the background. But beneath flows the Tigris, the third river of Genesis.

NG-PLACE IN THE SELMAN PARK : It is on the outskirts of Bagdad. The sit and meditate or gossip among themselves. One wears shoes and her has spectacles. In their centuries-old dress they are probably nearer the golden prime of Haroun Al Raschid " than the modern age of oil.

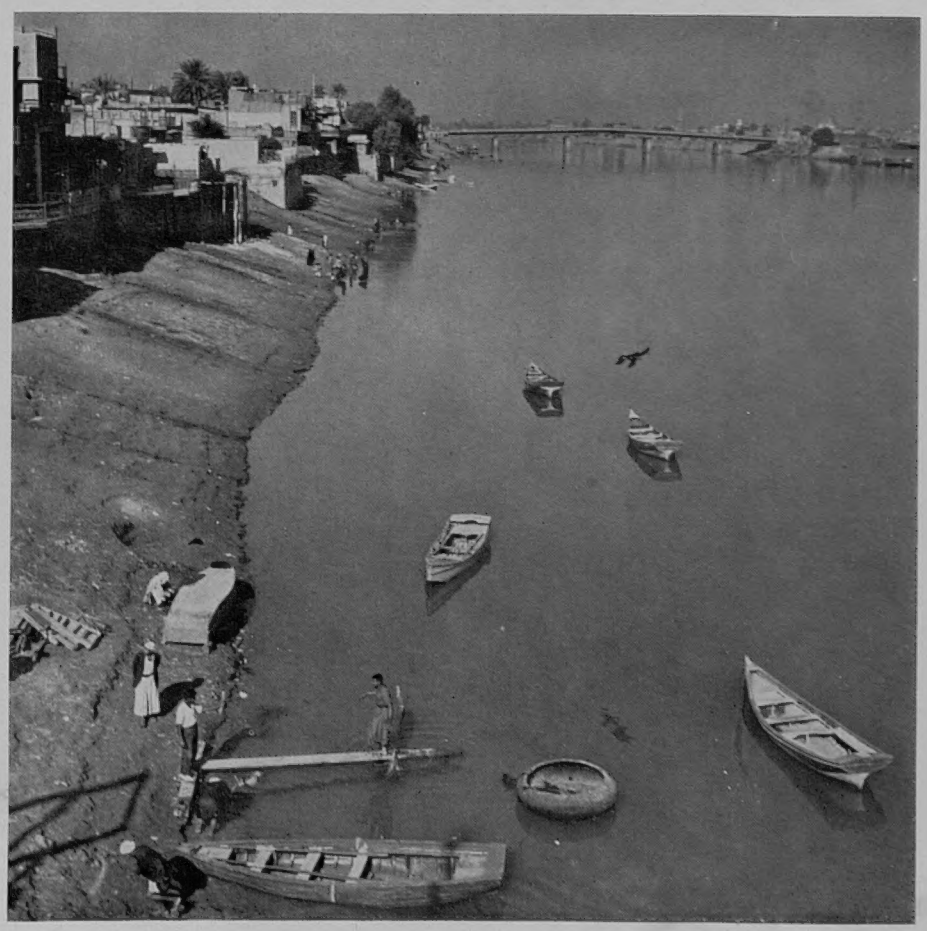
T ARCH OF ANTIQUITY AT CTESIPHON : It is 20 miles south of Bagdad. eight is 121 ft. and its width 82 ft. Legend attributes its construction he fabulous Queen, Semiramis. Ctesiphon will be remembered for its e in General Townshend's operations in the Mesopotamian Campaign in 1915.

*On right—*

**FALCONS ARE DISPATCHED BY AEROPLANE : Hawking has always been a popular sport in Iraq. Nowadays modern transport carries falcons to outlying districts. A number of birds, some hooded, are waiting at Bagdad Airport for an aircraft.**

*Below—*

**THE THIRD RIVER OF THE CREATION : The Tigris is the Hiddekel, the third of the four rivers to flow from the Garden of Eden. In modern Bagdad it still often presents a prospect which can have changed little since Biblical times. Traditional-style boats lie near its banks and in the distance a group of women kneel to wash their laundry in its waters.**



# SPARED BY THE MAU MAU

## A Woman and her Two Children are Allowed to Escape when their Home is Attacked by Terrorists

Mrs. Anne Carnelley, aged twenty-nine, and her two children were alone in their lonely farmhouse, north of Mount Kinangop, in Kenya, when an armed gang of Mau Mau terrorists, about fifty strong, began to attack. The raid was made at five o'clock in the evening, and Mrs. Carnelley decided that her best chance was to take her children and run into the bush. She fired one shot at the terrorists as she ran, but then her pistol jammed. The Mau Mau gang gave chase and the mother and children were soon surrounded.

Telling of her experience later, Mrs. Carnelley said that one of the terrorists appeared to be drunk and was very aggressive, but he was removed by another man who appeared to be in command. After a period, during which her fate seemed uncertain, she was told that her children's lives and hers would be spared if they boarded the first aircraft leaving for England. She was then told to go. She eventually set off bare-footed, carrying her children, and was met by neighbours who had seen the flames of her house which was raided and fired by the Mau Mau. Mrs. Carnelley said that some of the gangsters seemed reasonably well dressed while others had long hair and beards and had obviously been living in the forest for some time. They appeared well informed because they knew that her husband was away. Security forces were called out and one police party located the gang and fired at them from a short distance. It was too dark to assess results.

**A WOMAN AND HER TWO CHILDREN ESCAPED FROM THIS : The house of Mrs. Anne Carnelley after it had been burnt down by Mau Mau terrorists. Mrs. Carnelley and her two children aged two-and-a-half and one-and-a-half were alone in the house when the raid was made. She and the children were spared.**

*On left—*
**ANOTHER VIEW OF THE BURNT-OUT HOUSE AND CAR : At the time of the raid Mrs. Carnelley's husband was away from home, doing the weekly shopping.**

*On right—*
**THEY WERE SPARED BY MAU MAU TERRORISTS : Mrs. Carnelley, with David and Jane, is seen at a neighbour's house after their terrifying ordeal.**

# A FIFTEENTH-CENTURY FRESCO

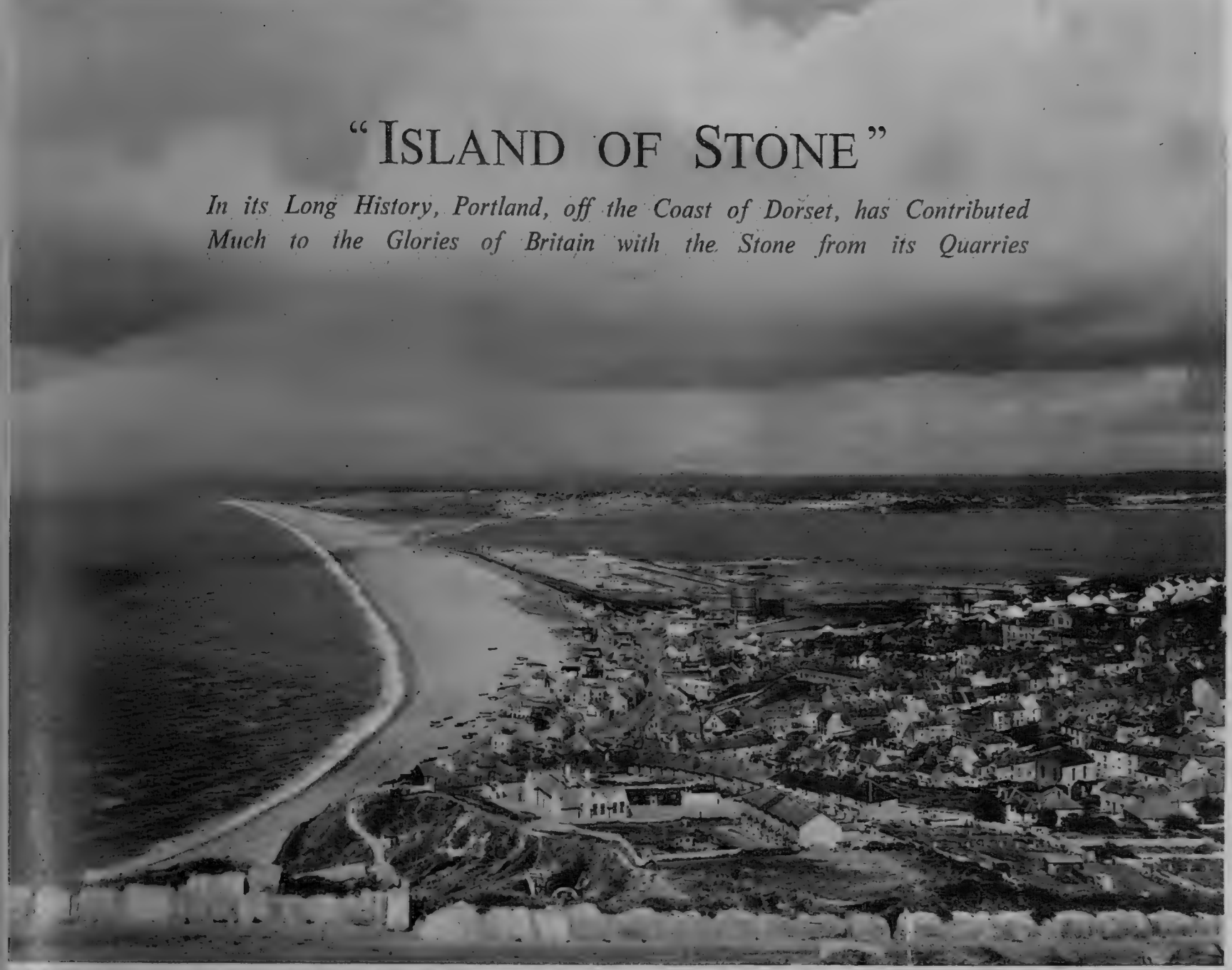
## A Painting, Believed to be by della Francesca, has been Uncovered in Italy

**THE NEWLY DISCOVERED FRESCO IN ITALY : On the right is the figure of a saint which, it is believed, was painted by Piero della Francesca, and on the left is another painting of about the same period. Della Francesca wrote a treatise on perspective which had a great influence on the art of his day. Copies of this book still exist. He also wrote on geometry, and because of the construction of many of his paintings has been called "the first cubist."**

**RESTORATION REVEALS A FRESCO : This is part of the fresco which was uncovered recently in a former church at Sansepolcro, Arezzo, Italy. The fresco is believed to have been painted by Piero della Francesca. Leading authorities on Italian art have inspected the painting and although their findings have not been formally announced, they were reported to have been unanimous in attributing the fresco to della Francesca. The uncovered part of the painting shows the figure of a saint dressed in a red robe trimmed with green sleeves and collar. Della Francesca was born at Borgosan Sepolcro *circa* 1416 and died in 149**

# "ISLAND OF STONE"

*In its Long History, Portland, off the Coast of Dorset, has Contributed Much to the Glories of Britain with the Stone from its Quarries*



FROM THE "ISLAND AND ROYAL MANOR OF PORTLAND": Looking from the northern corner along Chesil Beach to the mainland, with Weymouth running along the coast. Many of the houses are built of the stone for which Portland has been famous for centuries. Chesil Beach, or Bank, connects Portland with the Dorset coast. It is unique in Europe. In prehistory Portland really was an island. The reasons for the formation of Chesil Beach are still a subject for speculation.

TREES ARE A RARITY: Few of them grow in the bleak and windy conditions of Portland. The fact that the trees in this picture are flourishing is due to their having been sheltered in their growth by the old cottages.

PORTLAND, jutting from the coast of Dorset, has many different associations. To the Royal Navy it is one of its best anchorages; to holiday-makers it is an excellent place for a trip from Weymouth or one of the other near-by resorts. Archæologists and historians regard it as fertile ground for tracing the early growth of the British people. Geologists have yet to settle the problem of the origin of Chesil Beach, the long strand of shingle which joins Portland and the mainland. For many years Portland has been an unpleasant name for malefactors, although the grim prison is now a Borstal Institute. But many would agree that among the greatest contributions Portland has made to British life is the stone from its quarries. There can be scarcely a community which has not been enriched by its qualities. In London, for instance, one often admires a fine building without realising that it derives from what has been called the "single and solid block of limestone" rising out of the sea off the South Coast.

In prehistory, Portland was an island. Then, still in remote centuries, the process of tidal currents and winds drove shingle to form the long Chesil Beach, or Bank, which has aptly been likened to a string or rope of pebbles. There is nothing of the kind in Europe approaching it in size, for the strip between Portland and Wyke, immediately opposite, is only a part of this extraordinary strand which runs on round to Abbotsbury. It has for a long time attracted the attention of scientists.

The Ancient Britons dwelt on Portland and the Romans colonised it. The Saxons and Danes battled in its bay and on its cliffs. William the Conqueror listed it in the Doomsday Book under the heading of "Lands of the King," and to this day it remains the "Island and Royal Manor." As a "Liberty" it possesses its own Court Leet—theoretically, at any rate, the sole intermediary between the Queen and her tenants. Perhaps the main function of the Court is to administer the curious system of land transference still pertaining.

William Rufus built a stone keep, which survives as an octagonal tower perched on a crag above Church Hope Cove. Henry VIII constructed Portland Castle.

*(Continued on following pages)*

A PORTLAND CRAFTSMAN: Seventy-three-year-old William Stone is standing at the massive porch of his cottage which is built of Portland stone. He is a mason in the quarries, as were his father and earlier ancestors.

# "ISLAND OF STONE" (Cont

AN ISLAND FARM : The stone walls divide the land into narrow
Agriculture has never flourished in Portland because the
only a few inches deep. At one time grassland was ple
Portland sheep were raised, but this famous stock has now

UNFERTILE SOIL : The digger has reached the total depth of the
just over half his spade. Once there were thousands of th
holdings on Portland. But now the quarries have eaten into

ONE OF THE FAMOUS STONE QUARRIES : Huge blocks are split down by hand in the process of cutting out. Many of these blocks weigh as much as 7 or 8 tons each. Blasting takes place to open up the seam at the start of this operation. Because so much of the work is done by hand, the Portland quarryman remains an important craftsman.

*On left—*

CUTTING AWAY A BLOCK : It will eventually be split. The quarryman normally cuts at the rate of 6 ft. an hour. One of the blocks on the right hand side has lines incised on it, which are one of the peculiar markings of the masons.

*On right—*

A CHURCH AND TOMBSTONES : Like almost everything else on the island, they are of Portland stone. In the past many of the public buildings on Portland were built by convict labour from the prison.

*(Continued from previous page)*

Among other things, he found it useful as a wedding gift for three of his wives. In the Great Rebellion, Clarendon informs us that Portland was "a place not enough understood but of wonderful importance."

That erudite historian was probably referring to Portland's significance as a stronghold in defence. But even before his time the value of its stone was beginning to be appreciated far outside the "Island and Royal Manor." In 1619 Inigo Jones had introduced Portland stone to London in his magnificent Banqueting Hall in Whitehall. By the end of the century Portland's finest contribution was in progress of construction—St. Paul's Cathedral. In the last 250 years Portland stone has continually added to the splendour of the Capital, from Buckingham Palace to Waterloo Bridge and the new Old Bailey.

Stone has certainly been quarried in Portland since the days of King Athelstan in the ninth century. The Portland stone beds are overlaid by the freshwater limestone deposits of the Purbeck beds. Therefore these overlying strata have to be removed in order to reach the building stone proper, which lies in open workings.

The overburden is usually classified into three main series—top rubble, bottom rubble and cap. When these have been removed the Portland stone beds are ready for the skilled quarrymen. These beds have the names of "Roach" and top and bottom "Whitebed" and "Basebed." But since the lines of demarcation between these latter groups are not always clear, they are often classified together under the nomenclature "top," "middle" and "bottom" tiers. One quarrying firm, for instance, classes its block stone according to its texture and not according to the depth of its geological seams.

The upper levels of stone—that is the largely Purbeck overburden—can nowadays be lifted by machinery. But hand labour is still required for the quarrying of real Portland stone, and the quarryman remains recognised as one of the most important members of his community.

The quarrying of the beds is governed entirely by the natural joints which permeate the whole stone strata, and for this purpose the quarrymen employ a whole armoury of tools of different sizes and shapes. Many of the operations require precise team work. The normal "gang" is of six or seven. In bygone days prising the rock, or "reaming," was carried out to a song known for some reason as "The French Song." It was sung either by the quarry boy apprentice or by the gang leader, and the men struck their wedges to a syncopated rhythm.

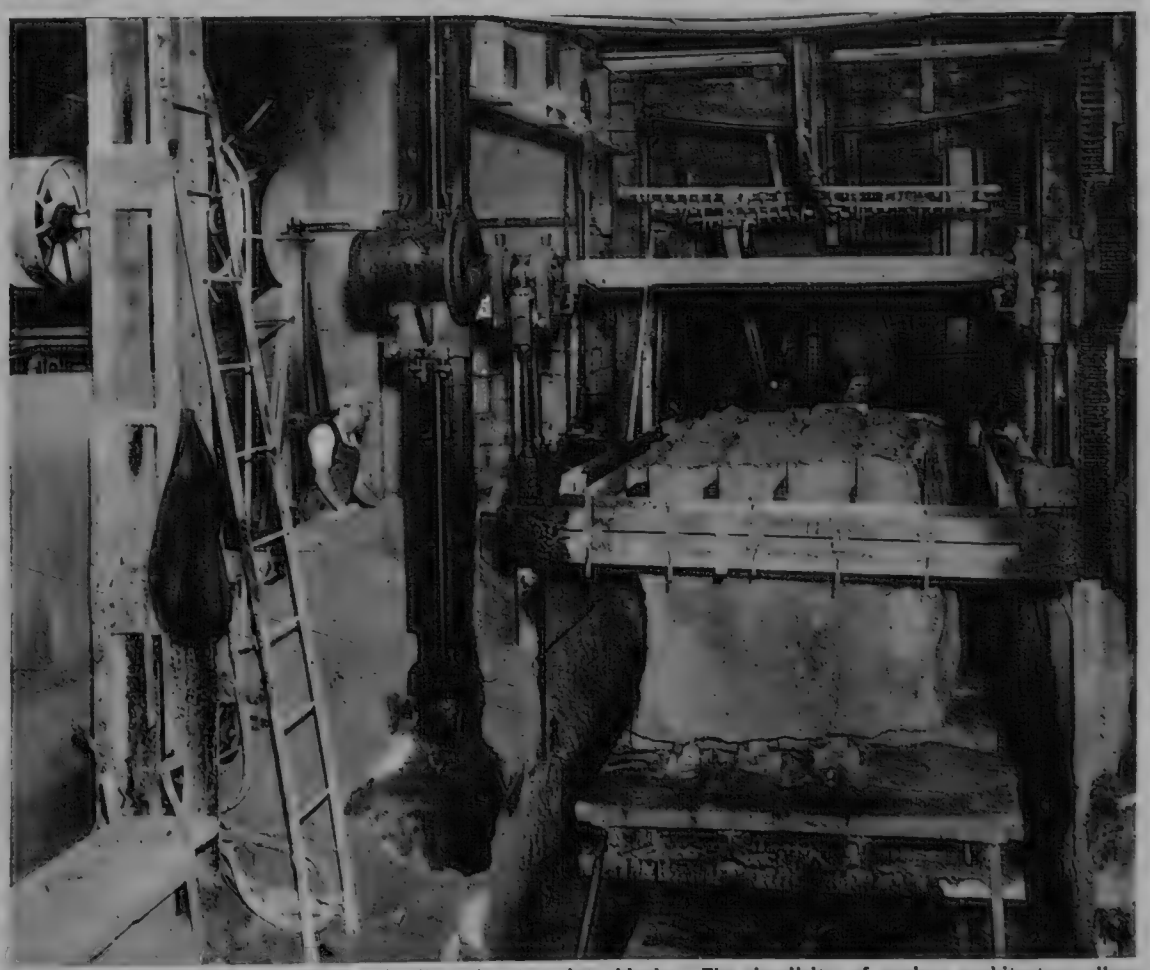
The stone is still cut primarily by methods essentially the same as those used by the earliest masons in history—those who quarried the materials for the Pyramids of Egypt in a distant age, when Portland was probably uninhabited. In the later processes, of the cutting and the processing of the blocks of stone, new methods are constantly being sought. To-day much experimental work is being carried out with tungsten-carbide chain saws, which it is hoped will considerably the speed attained with the present reciprocatin

Tungsten-carbide-tips have also recently bee duced for the mason's chisels. The Portland cannot use the wooden-handled tools of tho elsewhere work on the softer oolites. Every job worked by mallet and chisel. In this, further as is given nowadays by small pneumatic hamme

The glory of British masonry began in Portla is a craft which is one of the finest in the heritage. History means much to the owners workers of the quarries. They are still largely by leaseholders on a royalty, with the exception specially reserved for the Crown. But this does not mean stagnation or an immovable conser The Portland stone masons move with the times seeking new methods with which to enhance traditional reputation. Architects never cease to to their realisation of the basic worth of the m from these quarries. Those who seek proof ne look about them ; for instance, to the Chemistry Sheffield University, the Naval Memorial at Ch the I.C.I. Building in Manchester, the Birmingha Centre, Luton Town Hall and the Masonic Memorial in London. And these are only a fragment of the permanency Portland stone ha to our civilisation.

ODERN STONEMASONS' SHOP : Large blocks are usually reduced on "gang" or "frame" saws, into which steel blades can be inserted according to the number of slabs it is required to cut, then the primary cutting of these smaller blocks is done by circular saws. Diamond saws are used where accuracy is essential. For jointing, carborundum and impregnated diamond blades are employed. Portland firms are also experimenting with faster-working tungsten-carbide-tipped chain saws.

-PRESSURE COOLING WITH WATER : The water is directed on the circular blade of the saw and falls into the cut. The blade is kept cool, and the residue washed from it.



AN AUTOMATIC CUTTER AT WORK : It slices the stone into blocks. The simplicity of modern architecture allows much of the stonework to be completed by saws. Inigo Jones introduced Portland stone to London in 1619, and Wren used it for St. Paul's. Since then the Portland quarries have enriched many British cities.

# FOREIGN REVIE

*A PICTORIAL SURVEY OF RECENT NEWS E*
*IN AFRICA, EUROPE, ASIA AND THE MIDDLE*

**THE RAVAGES OF THE NILE IN FLOOD :** The scene of complete desolation in the town of Kena, 410 miles south of Cairo, which resulted from the widespread flooding of the Nile throughout Upper Egypt. In Kena more than 7,000 people lost their homes and 500 houses were reported destroyed as a result of torrential rains. To prevent pillaging and black market activities in the ravaged areas, public whipping was reintroduced by the authorities as a punishment.

**THE WATCH ON HOLLAND'S COASTAL DEFENCES :** A shore patrol with wireless walking along the coast near 's Graven South Holland, to check the state of the sea defences. terrible destruction of February 1953 still well in min care was exercised during the heavy gales of last mon floods once again threatened many homes in Dutch coast

**CHRISTMAS EVE IN BETHLEHEM :** Surrounded by officials while troops hold back the crowds, the Latin Patriarch of Jerusalem (centre) is seen arriving at the Church of the Nativity in Bethlehem from the Manger Square at midday on Christmas Eve. He remained at the church to preside over the Pontifical Mass. This was attended by members of the Consular Corps in Israel, who made their way to Bethlehem from Jerusalem by a road specially opened each year for the occasion.

**A POLITICAL DISPUTE IS SHELVED ON THE ROAD TO BETHLEHE** of the Consular party which went from the Israeli side salem to Bethlehem, in Jordan, waiting to cross the They are (from left) the Italian, British, French and Consuls-General. Under a special arrangement between Is Jordan, the old and direct road to Bethlehem, which sealed, is opened each Christmas Eve to allow the Co attend Midnight Mass at the Church of the Nativity in Be

*On left—*

**THE POPE APPEARS ON CHRISTMAS DAY :** Pope Pius XII standing at the window of his Vatican apartment to bless the crowds who had thronged St. Peter's Square, in Rome, on Christmas Day. This was his first public appearance since his collapse early in December. When the Pope appeared at the window, he was received with tumultuous cheers of "Long live the Pope!" During the Pope's two-minute appearance the hand of his physician appeared from time to time to steady him. The Pope also made his Christmas broadcast, although it was very much briefer than usual. The customary Christmas message was to be published later, when completed. The Pope spoke in a firm and clear voice.

**RECEIVING THE PAPAL BLESSING :** Some of the thousands who had flocked to St. Peter's in Rome to receive the benediction of the Pope. Pilgrims and tourists from countries mingled with the priests and monks in the bright sunshine of Christm

LAVIA'S POLITICIANS SMILE THROUGH THEIR CRISIS: *On left*—Vladimir Dedijer, the M.P. and University lecturer who has fallen nto disgrace following his reavowal to a Western newspaper of support for Milovan Djilas (*centre*), who had earlier been isgraced for giving too freely his opinions on the Yugoslav Communist Party. *Right*—Marshal Tito, who has been in India uring this crisis, seen after being presented with a turban during his visit to an educational institute near Okhla, in Delhi.

The Yugoslav Communist Party took advantage of the absence of President Tito in India to set their house in order. Ever since Milovan Djilas, a prominent member of the hierarchy, was expelled from the Party last year there had been rumours that perhaps the liberality of the Tito regime had gone to the heads of some Party members and Government officials. At the time of Djilas's disgrace, only his ex-wife and Vladimir Dedijer came to his defence. Dedijer, a resistance hero and personal friend of Tito, had some hard words to say to the Party's executive and Mr. Kardelj, the President's second-in-command, in particular. Then last month, as soon as the President had left for India, Dedijer was summoned before the Central Committee and charged with deviationism. His friend Djilas, emerging from the obscurity to which he had withdrawn himself, came to his defence in a statement to the *New York Times*. Dedijer, not to be out-done, defended himself in a statement to the London *Times*. At this the wrath of the Central Committee broke over both their heads. Within a short time, the Yugoslav Parliament had deprived Dedijer of his immunity from arrest. He was to face charges of committing an anti-State crime by engaging in hostile propaganda. Djilas was to be similarly arraigned, but both were allowed considerable freedom. Dedijer is well known and popular in Western circles, and the Yugoslav leaders cannot be happy about embarking on what would be their first major purge since Yugoslavia became, in Western eyes, a respectable Communist State.

*On left*—
**TURKEY'S SKI-BORNE ARMY: President Celal Bayar of Turkey reviewing a crack unit of Turkish ski troops at Erzurum, the headquarters of the Turkish Third Army which is charged with the defence of the vital eastern frontier with Russia. President Bayar was making an end-of-the-year tour of the Eastern Provinces.**

*On right*—
**GOODWILL TOWARDS MEN: Francis, Cardinal Spellman, the Roman Catholic Archbishop of New York, with the Korean President, Dr. Syngman Rhee, at the Presidential mansion in Seoul. Cardinal Spellman, who is also Roman Catholic Vicar to the United States Armed Forces, spent his fourth consecutive Christmas with the American forces in Korea. During his six days there he moved from one unit to another, celebrating Mass at every stop.**

EASTERN MONARCHS MEET: King Norodom Sihanouk of Cambodia (left) with his host, King Phumiphol Aduldej of Siam, t Bangkok Airport. The King of Cambodia had arrived for State visit to Siam, and became the first reigning monarch f another country to make an official visit there. The two ountries have in the past year been drawn closer together by he threat of Communist infiltration and even attack from he Viet-minh regime now established in Northern Viet Nam.

ITALY RATIFIES GERMAN REARMAMENT: Signor Gaetano Martino, at the microphone at left, making his final speech before the Italian Chamber of Deputies voted in Rome for the ratification of the Paris agreements. Seated at his right is the Prime Minister, Signor Scelba. The crowd of Deputies at the right are waiting to enter the voting lobby at the end of the debate. The Deputies approved ratification of the agreements and Germany's admission into N.A.T.O. by 335 votes to 215, a surprisingly large majority and the biggest Signor Scelba had ever received on a major issue. By a show of hands the Deputies also agreed to a recommendation that the Italian Government should "promote a conference between east and west European powers with the purpose of extending a system of controls" to achieve coexistence.

# MASS REMOVAL OF JOHANNESBURG NATIVES

*Coloured Opinion is Increasingly Inflamed as the Government Proceeds with its Plan to Move the Natives to a New Township*

CONTROVERSY OVER THE MASS REMOVAL OF NATIVES IN JOHANNESBURG TO A NEW "COLOURED" SUBURB: The Government plans to move them to the township of Meadowlands, now being built. *On left*—The slogan on the wall of a native eating house in "coloured" Sophiatown indicates the natives' determination to resist the move. *On right*—The "breeze-block" shanty town of Orlando. It was built as an emergency during the war to house native labour.

NATIVE SLUMS: As many as five families live in some of these two-roomed shacks. The better-off natives with their own comfortable homes claim that only the slum dwellers should be moved.

A NATIVE DOCTOR MUST LEAVE THIS HOUSE: He is a Municipal Health Officer in Sophiatown. But he, with other residents of the better-type homes, is to be removed to Meadowlands.

The resettlement of the coloured population from their western suburbs of Johannesburg is one of the many controversial matters which are at present inflaming African race relations. Hitherto natives have been allowed to own plots of land and live in their own houses in the townships of Sophiatown, Martindale and Newclare, all on the outskirts of Johannesburg. According to present plans they are to be removed *en masse* to a new township called Meadowlands, which is now being built. The coloured inhabitants are threatening to resist what they term a "forced migration."

After the Land Act of 1913, natives of South Africa were not allowed to acquire land outside the reserves set aside for them. But as these reserves cover only 8 per cent. of the country, and as natives and coloured outnumber the white people by 10,000,000 to 3,000,000, the reserves are impossibly overcrowded. Only a handful of people can make a living in them, and over half the African people never go into them. If they did, they could obtain neither land nor work.

But hitherto the three suburbs of Johannesburg have been exceptions to this rule. Before the Boer War, President Kruger set aside a piece of land near the new city of Johannesburg as a place for Africans to live. Shortly after the Boer War, in 1904, the plots on which the Africans had built their houses were sold to them by the British South African Government. After the 1913 Land Act, no more Africans were allowed to own land outside the reserves, but those who already did so near Johannesburg were left in possession.

Building development in the last quarter of a century has brought the white and coloured townships dangerously close to each other. For instance, only the width of Toby Street divides Sophiatown from the white suburb of Westdene. This street has been the scene of disorders and shots have been fired across it. In 1944 the Johannesburg City Council passed a resolution to remove the natives from the homes and settle them further out of the city. At the time the war prevented the carrying out of this measure.

However, in 1949, when Dr. Malan's Nationalist Party was in power, Dr. Verwoerd, the Minister for Native Affairs, asked the City Council to implement its decision. This meant driving out of their homes 57,000 people, many of whom were working in Johannesburg's booming new industries. Those affected announced their intention of resisting. It was feared there would be trouble. The City Council refused to accept the Minister's ultimatum, and on July 29, 1953, Dr. Verwoerd took the matter out of the Council's hands.

He requisitioned 2,000 acres of land at a place called Meadowlands—some fifteen miles from Johannesburg, in the open veld, and set up a special board with extraordinary powers to carry out the mass removal. Large numbers of cheaply-built two-roomed huts were erected at Meadowlands, and the Minister announced that when 1,000 had been built the removal would start from the native suburbs. This measure has caused widespread resentment among the 57,000 concerned. The native and coloured inhabitants admit that in parts of these townships there are slums. But, they argue, they are nothing like so bad as slums to be found in other parts of the native "western" areas. They declare that these worst slums should be cleared first.

THE FRONTIER BETWEEN "BLACK" AND "WHITE" AREAS: Toby Street, in Johannesburg, divides the "coloured" township of Sophiatown from the "white" suburb of Westdene. There have been shooting incidents across it. The inhabitants of Sophiatown maintain they have had freehold rights in their area for fifty years.

The broader implications of this controversy have been voiced by Dr. A. B. Xuma, a Doctor of Medicine and Municipal Health Officer in Sophiatown. Speaking at a conference held by the South African Institute of Race Relations, he said:

"Let it be remembered that we, non-Europeans, have had freehold rights and have lived in the Western areas for half a century. . . . The essence of the matter is that the Africans of the Western areas do not want to be removed. They regard themselves as human beings, and object to being treated as something second-rate, removable at the will of others. It is their homes which are at stake. I wish to remind you that a home is something more than four walls and a roof. For many of us, this home was our father's home—and for some of us our grandfather's home. We, too, form emotional attachments. . . . The compulsory implementation of this scheme can only engender hatred and antagonism between white and black."

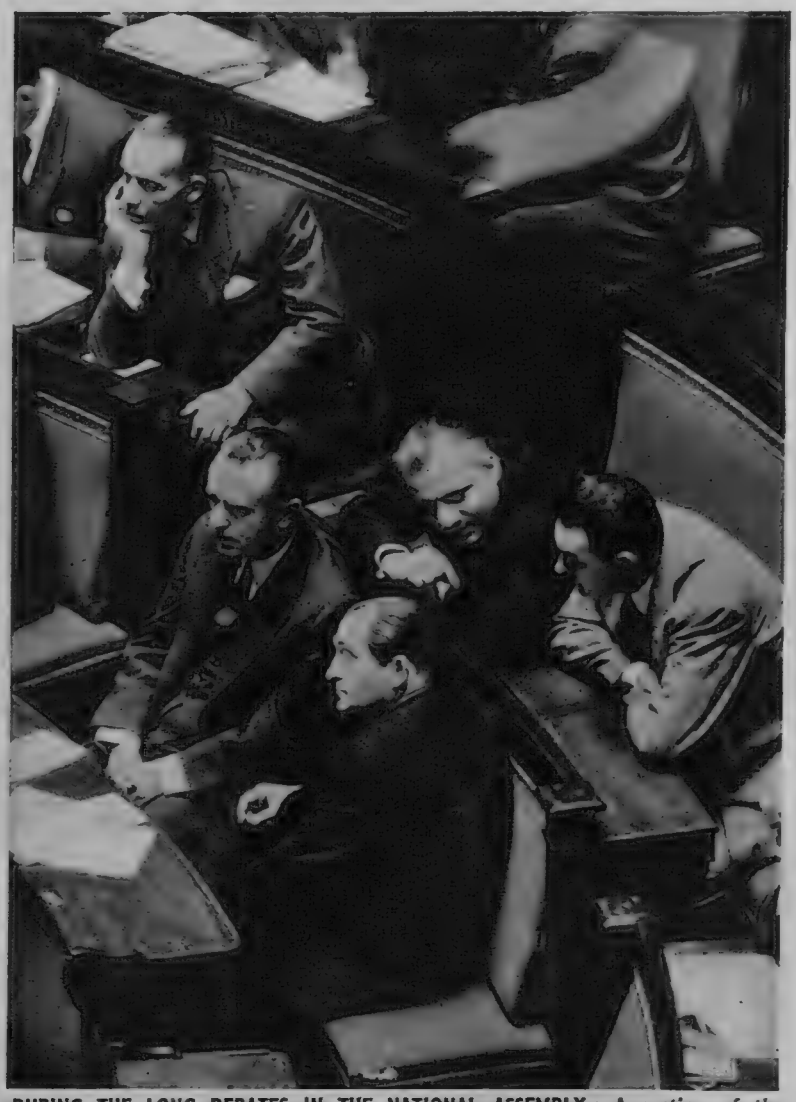
Meanwhile, the Prime Minister, Mr. Strijdom, has declared: "Apartheid must be accelerated not only in South Africa, but beyond its borders." There seems little doubt that he intends to press ahead with the mass removal plan.

# RATIFICATION IN PARIS

*After Four Anxious Days the French National Assembly Finally Ratified the Agreements Allowing Germany to Rearm and Enter N.A.T.O.*

**THE WEARY PREMIER : M. Mendès-France manages to raise a smile on his return home after one of the all-night sittings in the Assembly.**

**THE VETERAN OPPONENT : M. Edouard Herriot tells the Assembly of his uncompromising opposition to German rearmament.**



**DURING THE LONG DEBATES IN THE NATIONAL ASSEMBLY : A section of the Ministerial benches. Sitting next to M. Mendès-France on the front bench is M. Roland de Moustier, Secretary of State for Foreign Affairs, and behind are (left) M. Diomède Catroux and M. André Moynet.**

**REMEMBERING THE GERMAN OCCUPATION : Demonstrators against the ratification of the Paris agreements waving banners outside the National Assembly. The poster is a copy of a notice posted by the German authorities during the wartime occupation.**

Slowly, painstakingly, the French Prime Minister, M. Pierre Mendès-France, has guided the National Assembly in Paris through a nightmare of debates and votes to giving its final assent to the rearmament of Germany and the ratification of the Paris and London agreements providing for the entry of France's former enemy into the North Atlantic Alliance.

It was early on Christmas Eve that the National Assembly alarmed the West—and probably itself—by voting against the ratification of the rearmament section of the Paris treaties. The Prime Minister was nevertheless confident, staking the life of his Government on the result of each of five separate votes on the agreements, that ratification would ensue when the Assembly met again immediately after Christmas. Meanwhile, the foreign affairs advisers in London and Washington, who had perhaps been over-sanguine about the result of the debates, expressed their concern in the strongest possible terms. The Foreign Office in London went to the length of issuing a statement which declared that the attitude of the Paris Assembly decided not whether Germany was to be rearmed, but how. This may have caused some resentment in France, but the upshot was that the Deputies voted for all the motions put to them by their patient Premier.

**BY DAY AND NIGHT THE CROWDS WAIT OUTSIDE THE PARLIAMENT BUILDINGS FOR THE RESULT OF THE VOTES : *On left*—The crowds are kept in check by barriers and a line of policemen while the Deputies debate the ratification of the agreements and the question of German rearmament in the National Assembly. *On right*—The crowds keep up their vigil at night. The final debates went on for four days, and many of the important votes were taken in the middle of the night.**

# THE NEW SCENE AT ASCOT

*Work Proceeds on the Improvements in the Royal Enclosure and in Front of the Stands at Ascot Race-course*

*On right—*

**FURTHER STAGES IN THE ALTERATIONS AT ROYAL ASCOT : Racegoers this coming season will find more changes on the famous race-course. These are the latest steps in the improvements which have been made over the past six years. On the course itself, the finishing stretch, seen on the left of this picture, has been moved farther away from the Royal Box and the stands on the right. This will allow the Royal Enclosure to be doubled in depth. It will be 120 ft. deep instead of 60 ft. The other enclosures will also be enlarged. Running from the paddock between the front of the enclosures and the course will be a 20-ft.-wide path. Work is in progress on this in the centre of the picture.**

**IN FRONT OF THE GRANDSTAND : Here, too, the enclosure is being extended in depth towards the new finishing stretch. In the background this runs up to the bend on the right to the Swinley Course. The Paddock is in the left background.**

**NEAR THE TUNNEL : Work in progress between the entrance to the tunnel, on left, and the stands. One effect of the changes is that the Golden Gates, at the start of the Royal Drive, may be moved in line with the new finishing stretch.**

**THE NEW ROYAL ENCLOSURE : *Above*—The outline of the new luncheon rooms being built at the rear of the stands. They will replace the marquees. *On left*—Work on the lawn before the Royal Enclosure nears completion. On the right is the curtained Royal Box.**

# "CITY OF THE SUN"

*The Middle East Develops its Modern Wealth from Oil, but the Roman Ruins of Baalbek, in Lebanon, are a Reminder that it Contains much Treasure of Earlier Civilisations*

To-day the increasing development of the oil wealth of the Middle East means added commercial prosperity to this part of the globe. But however important it may become as one of the main sources of power in modern industry and transport, pride of place must still be given to its archæological and historical significance. For in the countries of the Middle East lie some of the finest remains of early civilisations.

Illustrated on these pages is the ancient city of Baalbek, in Lebanon. "The City of Baal" is some thirty miles north-west of Damascus and nearly 4,000 ft. above sea level on the watershed from which the Orontes flows. Situate at the opening of a small valley into a plain on the lowest slopes of the Anti-Lebanon range, it was once a well-watered locality of pleasure and delight.

Commanding an important Phœnician trade route, it must have been one of the most magnificent of Syrian cities, full of palaces, fountains and grand monuments. Now its splendour survives in their ruins.

Baalbek's beginnings in history are obscure. There is no evidence for the popular opinion that it was the site of the Garden of Eden, but it was an early seat of both Baal and Sun worship. The religion of Baal was a polytheism, except in Babylon, where it centred on one god, Bel. In other places Baals have been classified under some ten different headings such as springs, trees, mountains and animals. In some areas Baal included sun worship. This probably applied to Baalbek, because the Greeks changed its name to Heliopolis, the City of the Sun.

Julius Cæsar brought Baalbek into the Roman Empire and Augustus established a garrison there. It seems to have contained a very reliable oracle, which Emperor Trajan reputedly sent to this shrine for an "appreciation" before starting his campaign in Parthia.

Under Antoninus Pius in the Second Century of Christ, Heliopolis entered its period of grandeur. Emperor Antoninus Pius began the construction of temples and many other features of the Sun City. One can only reconstruct to-day from ruins, but since Puchstein began excavations fifty years ago, a general idea of the glories of this fine example of the Roman principle of tolerant co-existence can be obtained.

The ruins show that almost every building was constructed of vast blocks of stone. The only comparable communities are those which have been discovered in North Egypt. The city also appears to have been an excellent example of "West meeting East." All manner of gods were worshipped there—Greek, Roman and Oriental.

The Great Temple was dedicated to Jupiter and Baal. It rested upon an artificial terrace, the fourth wall of which consisted of six limestone monoliths, each 30 ft. long. Upon these rested three others, each over 60 ft. Thus the temple was given the name of the Trilithon. All these stones were [illegible]

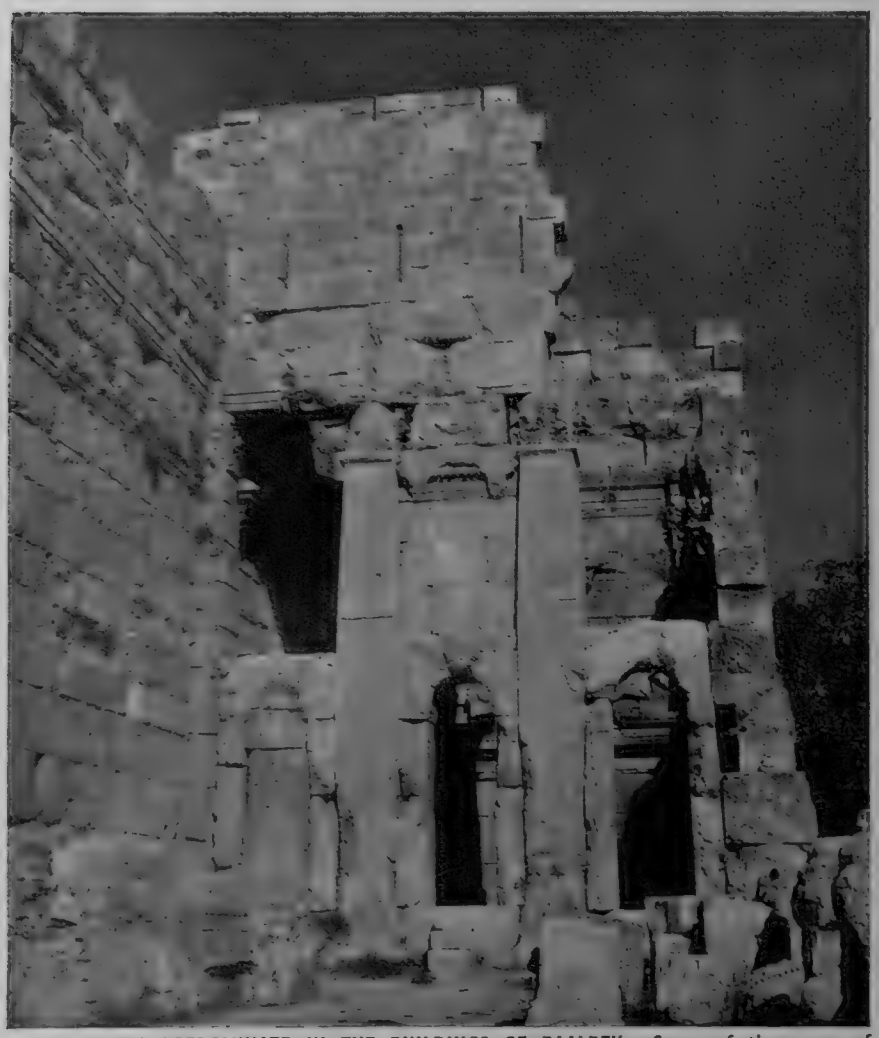
[illegible] the Great Temple was a terrace. [illegible]gh this the worshipper approached a portico to the main building. This was surrounded by fifty-four columns 60 ft. high, surmounted by Corinthian capitals. To-day only six of these remain. Opposite the Great Temple stood the Temple of Bacchus. This was an ornate building with forty-six Corinthian pillars round it, each of them 52 ft. in height. It is in a better state of preservation. The carved portal was flanked by two hollow columns containing winding staircases. There was probably a third temple of size, in honour of Mercury, outside the city walls. Its remains can still be seen. The ruins of Baalbek also reveal a wealth of other and smaller sanctuaries to a great variety of gods.

Some authorities indicate that worship in Baalbek soon degenerated into licentiousness. If this is so, the city paid retribution in its later history. When Rome became Christian the Great Temple was transformed into a church. But in the eighth century the Arabs arrived and, having sacked the city, turned the temples into fortresses. Some of their outworks are still traceable. Then came the Mongols—Timur Beg carrying out a pillage which was thorough, judged even by the standards of the Khans. This was in 1400. For three-and-a-half centuries the remnants of the former glory continued in their decay. In 1759 Nature took a hand and delivered the coup de grace with an earthquake.

But still the ruins are some of the best of their period. Seen below the ice-capped peaks of the Lebanon range, they are a reminder of the past æsthetic magnificence in the present days of oil pipes and wealth from mineral springs.

**THE PILLARS OF THE TEMPLE OF JUPITER TOWER OVER THE RUINS OF THE "CITY OF THE SUN": These columns, seen in the pictures *above* and *below*, are the outstanding feature of the remains of the Great Temple in Baalbek. Dedicated to Jupiter-Baal, it was built by Antoninus Pius in the second century A.D. There were fifty-four columns, each 60 ft. high.**

# "CITY OF THE SUN" *(Continued)*

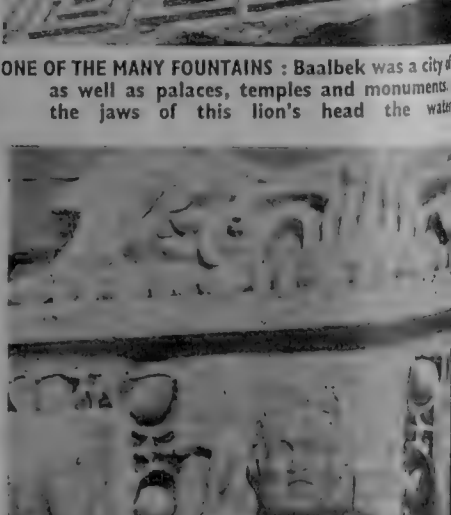


LARGE STONES PREDOMINATE IN THE BUILDINGS OF BAALBEK : Some of them are of cyclopean size. This wall and building are constructed of large slabs. Probably both the arched apertures by the Corinthian columns were entrances to the building.

THE TEMPLE OF BACCHUS : This was the second of the large temples. t was by forty-six of these decorated Corinthian columns, each of which was The remains also survive of numerous smaller temples dedicated to vari

THE ENTRANCE TO THE "CITY OF THE SUN" : The view through the main gate, with the columns of the Great Temple in the background, gives some idea of the splendour of Baalbek in the second century A.D. When Rome accepted Christianity, the temple was converted into a church by the Emperor Theodosius the Great. In the eighth century the Arabs turned it into a fortress. The city was completely pillaged by Timur Beg in 1400.

ONE OF THE MANY FOUNTAINS : Baalbek was a city o as well as palaces, temples and monuments. the jaws of this lion's head the wate



THE HEAD OF THE GOD PAN : With his pipes on his head and set in a surround of fine carving of the best preserved of the idols in Baalbe temples Roman, Greek and Oriental gods were w

00-TON MONOLITH : The enormous single block of the so-called Hobley Stone " lies in a quarry outside Baalbek. It has the same eight as Cleopatra's Needle in London—68½ ft.—but six times its bulk.

A WELL-PRESERVED EXAMPLE OF BAALBEK'S ARCHITECTURE : Here again the large stones in its construction can be noticed. The city's destruction was completed by an earthquake in 1759.

UINS OF THE TWO TEMPLES FACE EACH OTHER : In the great days of Baalbek two magnificent laces of worship stood here. Now little remains beyond their foundations and some of their olumns. On the right is the Great Temple of Jupiter-Baal and on the left the Temple of Bacchus.

THE ENTRANCE TO THE TEMPLE OF DIANA : Some of the columns and much of the portico decorations are preserved. This was one of the smaller temples which enriched the ancient " City of the Sun."

THE TEMPLE OF DIANA : In the background is the entrance. Even amid the ruins one can visualise the spaciousness in which the inhabitants worshipped. The vast mpressiveness of the " City of the Sun " is paralleled only by the temples of Upper Egypt. The ruins of the great city lying beneath the snowclad peaks of the Lebanon ange are a reminder that however much the Middle East may develop its sources of oil, it remains one of the most important areas for the study of earlier civilisations.

# REDECORATING GREENWICH CHAPEL

*Work Goes Ahead on Wren's Building at the Royal Naval College*

*On left—*

**REPAINTING THE CEILING OF THE CHAPEL OF THE ROYAL NAVAL COLLEGE AT GREENWICH: This work, which forms part of an extensive redecoration programme, has been under way since the chapel was closed to the public in July. It will continue for some weeks to come and it is expected that the chapel, considered to be one of the most beautiful of its type, will not be open again until about Easter.** The chapel, built in the mid-eighteenth century as part of the Royal Hospital, Greenwich, was designed by Sir Christopher Wren and Thomas Ripley. Within a few years of its completion the roof and interior were destroyed by fire and the task of restoration was entrusted to James Stuart, Surveyor of the Hospital, who was well known as the author of *The Antiquities of Athens*. He added a richly decorated ceiling of painted plasterwork and made much use of imitation marble work known as scagliola. The chapel was reopened in 1789. An octagonal vestibule contains statues of Faith, Hope, Charity and Meekness from designs by Benjamin West, an American who later settled in this country. He was also responsible for a number of the chapel's paintings, while the richly carved pulpit is believed to be the work of shipwrights from the Dockyards of Woolwich and Deptford.

**ARTISTS ENGAGED IN RESTORATION WORK: They are restoring the original painting on the lunette in the dome, which was found when the interior of the chapel was cleaned.**

*Below—*

**A FINAL COAT OF PAINT: A workman is seen finishing one of the decorative centre ceiling panels. Floodlights, to provide the best possible light, are placed at frequent intervals along the scaffolding. The redecoration at the chapel is being carried out by the Ministry of Works.**

**THE RICHLY DECORATED CEILING AND FRIEZE: A close-up of a partly-finished section showing detail of the ornate plasterwork.** *Below—* **A plasterer replacing one of the damaged leaves on the balcony ceiling; some of the bosses were removed for repair and repainting.**

AT THE END OF THE DAY'S WORK THE DONKEYS HEAD FOR HOME ACROSS THE SOUTH WALES SANDS: It is early in the morning, and the sun has hardly risen, but already the cockle women of Penclawdd have finished their work for the day. Setting off during darkness with their donkeys, they comb the flat expanse of the Llanrhidian Sands for cockles and mussels while the tide is still out. The area stretches over several miles, and sometimes it takes an hour or more to reach the "fishing ground."

# THE COCKLE WOMEN OF PENCLAWDD

*The Industry of Gathering Cockles and Mussels which has been Continuing on the South Wales Sands for Several Hundred Years*

THE COCKLE WOMAN AND HER EQUIPMENT: With the sieve on her head and a bucket round her arm, this woman, who has been working on the sands for forty years, returns home.

NEARING THE END OF THE MORNING'S WORK: Two sacks of cockles are nearly full after three hours' work. They will realise about 25s. The tide can be seen coming in.

For several hundred years the fat expanses of the Llanrhidian Sands, off Penclawdd, in South Wales, have been combed for cockles and mussels. It is a small and curious industry, handed down from generation to generation, each family taking its share of gathering, cooking and selling the catch. Once, gathering the shell-fish was a daily task, but now the women of Penclawdd go out as little as once a week, and three days a week at the most.

The strange part about this industry is that it is a woman's job: few men are ever seen at work on the sands. Sometimes barefoot, but always with her bare hands, each woman scrapes and combs her particular portion of the sands. With their donkeys and traps to carry their catch on the hard sands, the women set off during darkness early in the morning and return well before breakfast, though the actual times depend on the state of the tides. Their catches are cooked in sea water, often on the spot, and after being shelled are taken straight to the buyers. The reward is small, for, cooked and shelled, the cockles—there are few mussels nowadays—realise about 8d. a pint, and two bags of shell-fish bring in about 25s.

Before the war this industry was at its height, and sack upon sack could be seen awaiting collection outside the cottages of Penclawdd. To-day, however, practically the whole output of each family unit is disposed of locally, and little is left for the bottlers and factories. There is, however, one thriving by-product. The shells are either ground and crushed to be sold to poultry farmers, or they are used in the construction of the local roads.

ONE OF THE LAST TASKS: After they have been cooked the cockles are put through a sieve so as to detach the fish from the shells.

THE COCKLES ARE ALWAYS COLLECTED BY HAND: With bare hands each woman scrapes her particular portion of the sands for cockles. They are then gathered and put in a sieve.

COOKED ON THE SHORE: The shell-fish are cooked in sea water virtually on the spot where they are found. Boiled and shelled, they bring about 8d. a pint.

THE CRASH ON CHRISTMAS MORNING—A GENERAL VIEW OF THE WRECKED B.O.A.C. STRATOCRUISER WHICH OVERTURNED ON LANDING AT PRESTWICK AIRPORT, GLASG
Twenty-eight people, many of them flying home for Christmas, lost their lives in the crash. This was the scene as firemen and rescuers searched the still smoul
wreckage. On the right of the picture is the runway, with the tail section of the liner resting on the edge. In the background on the left is the nose sec

THE TWISTED REMAINS OF A 37-TON AIRLINER: *Above*—Members of the B.O.A.C. crew, who were to have taken the liner on to New York from Prestwick, examine the tail section of the Stratocruiser. *Below*—A close-up of one of the four Pratt and Whitney Wasp-Major engines which powered the aircraft. The Stratocruiser appeared to be making a perfectly normal landing when it crashed.

# THE PRESTWICK AIR CRASH

*The Disastrous Crash Scotland, in which Twe eight People Lost Their L*

Many hundreds of thousands of people, lis to their wirelesses on Christmas mo were shocked to hear of the tragic flying acci Prestwick. The airliner, the B.O.A.C. St cruiser *Cathay*, was bound from London t York via Prestwick. It should have cal Manchester, too, but this stop was ca because of bad weather. The aircraft arrive Prestwick at about 3.30 a.m. on Christmas mo and as the cloud base was down to 700 ft. a p controlled approach was made. By this m the pilot is "talked down" to a position from w he can safely make a visual landing. Watche the airport saw the machine come through clouds and everything seemed set for a n visual landing. Suddenly the aircraft was se tilt on its side, and was immediately envel in flames, which soon reached a height of Friends and relatives of the incoming passe were among those who witnessed the crash. Stratocruiser was carrying twenty-five passe and eleven crew members. Twenty-one passe were to have disembarked at Prestwick; only were travelling to New York. Among the tw eight people killed were ten women and children.

Although the duty fire-patrol, ambulances other rescue appliances were on the scene of crash within a few minutes, nothing could be d Leading fireman James Stewart, who was in ch of the first fire crew to reach the blazing pl pushed open the passenger hatch and went but he was blinded and driven back by the fla One fireman, Thomas Gibson, saw the air hos Margaret Coogan, lying under a blazing w Although he wore no special protective clothing went through the flames and dragged her clear she died soon afterwards. Gallons of foam w pumped into the inferno, but the fire developed quickly that it was soon impossible to get near liner. The seven crew members who escaped w travelling in the fore-part of the fuselage, wh burst open on hitting the ground, allowing the m to jump 15 ft. to safety.

Officials investigating the crash have examin closely some ruts made in soft earth just o of the end of the runway. These could have b made by the wheels and a propeller of the airc which would mean that the touch-down was m too soon. The wreckage of the Stratocru however, was about half-a-mile along the runw

THE BURNT-OUT TAIL SECTION OF THE STRATOCRUISER: Eight people survived the crash. Seven of these were members of the crew, including the captain, W. Laing Stewart. The surviving passenger is Mr. H. Russell, who lives at Westcliff-on-Sea, Essex.

*On left—*

FIREMEN SEARCH THE WRECKAGE: The aircraft was carrying mail from this country to the United States, Central America and the West Indies. Part of the mail was salvaged and will be forwarded.

*Below—*

THE UNDERSIDE OF THE NOSE SECTION OF THE STRATOCRUISER: The crew members who escaped were travelling in this section, which was spared the main fury of the fire. Although the duty fire-patrol came quickly to the scene of the crash, it was already too late. Investigations into the cause of the crash continued throughout the Christmas holiday.

**ONE OF THE MASSIVE DAMS IN GLEN SHIRA: Between them, the two dams in the North of Scotland Hydro-Electric Board's Argyllshire scheme contain 468,000 cub. yards of concrete. There is a storage capacity of 750,000,000 cub. ft. of water, or 15,000,000 units of electricity.**

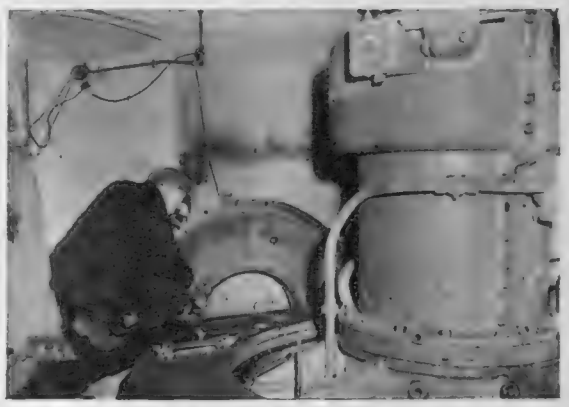
# ARGYLL'S UNDERGROUND POWER STATION

*The Glen Shira North of Scotland Hydro-Electric Scheme, which is Now Nearing Completion, includes the Biggest Underground Power Station in the Country*

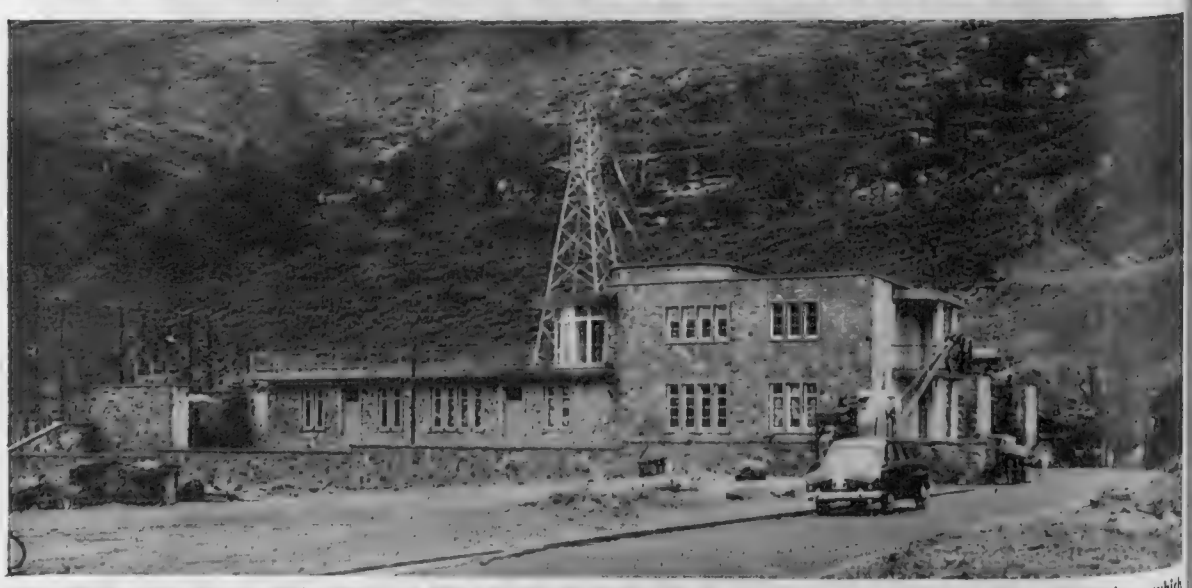
Britain's second underground power station will shortly be supplying electricity to areas in the West of Scotland and mid-Argyll, as well as contributing to the peak load power of Glasgow. This is the Clachan Power Station at the North of Scotland Hydro-Electric Board's scheme in Glen Shira, Argyllshire. The two dams in this Glen, where Rob Roy once lived, will supply the turbines of the station with water which will come through a buried pipeline. Inside the power station is the largest machine so far built for the North of Scotland Board, a turbo-alternator of 40,000 kilowatts, which will produce an average of 80,000,000 units of electricity annually.

The only other underground power station in the country is the Board's station at Morar, but this is very much smaller. At the Clachan station only the control-room and the switch house are above ground, and these merge quietly into the surrounding countryside. Underground power stations are still a comparatively new concept in Britain, but in Switzerland and in Scandinavia this system is being developed and is increasingly becoming a feature of new hydro-electric projects there.

One other feature of the £7,000,000 Shira scheme is noteworthy. There is a smaller power station at Sron Mor which is "reversible": it can either generate electricity from the main dam, or, in times of wet weather, it can pump surplus water back from the lower dam to the main one, where it could be stored for future use.



**INSIDE THE TURBO-ALTERNATOR: This is the largest turbo-alternator so far built for the North of Scotland authority. *On right*—Workmen making final adjustments to the turbo-valve at Clachan Power Station.**



**ONE OF THE SECTIONS OF THE POWER STATION ABOVE GROUND: The switch house of the Clachan Power Station, which stands under the massive shoulder of Clachan Hill. Apart from this switch house and the control-room, the station is below the surface. This is only the second power station in Britain which is situated underground.**

THE TYPICAL HIGHLAND SCENE WITH A DIFFERENCE: Mountain and loch are seen from the Ullapool-Inchnadamff road on the border of Sutherlandshire and Ross and Cromarty. Touching the clouds are the peaks of Cul Beag and Cul Mor, and to the right is Loch Veyatie. But there is a change in the hamlet of Elphin immediately below. Against the purple heather there is the gleam of new copper strung from the wooden poles which have brought electricity to the Highland crofts.

# "POWER OF THE GLENS"

## *The Motto of the North of Scotland Hydro-Electric Board Embodies the Spirit of Enterprise which is Sweeping the Highlands of Scotland as a Result of the Introduction of Electricity*

By SIR HUGH MACKENZIE

*Deputy Chairman of the North of Scotland Hydro-Electric Board*

*Last September yet another great hydro-electric project was inaugurated, this time in Strathkanaird, in Ross-shire. It is the Loch Dubh scheme, which utilises the waters of four small lochs about four miles to the north of Ullapool. As a result, 98 per cent. of the total premises in Ullapool are receiving electricity, and with extensions it is expected that all the main townships on the north-western seaboard of Scotland will be covered. As in the other remote parts of the Highlands of Scotland, these electricity supplies have been provided not only to improve the amenities in the home, but also in the hope that agricultural and industrial activities in these areas will be stimulated. Already, for instance, a new boat-building enterprise has been started at near-by Lochinver, which would never have been undertaken if adequate supplies of electricity had not become available. The hotel trade and Scottish tourist industry are others who gain great benefit from the advent of electricity. The visitor to the Highlands can now be sure of comfortable and often luxurious accommodation, even in the most rugged parts of the country. The Ullapool scheme serves as a good instance of the North of Scotland Hydro-Electric Board's efforts to encourage Highland industry as well as improving amenities by providing power from the natural resources available. It is a comparatively small scheme, but it fits in perfectly with the broad plans of the Board, whose Deputy Chairman here tells something of its aims and its achievements.*

SOME twenty years ago I took part in the prolonged verbal battles that surrounded the unsuccessful attempts between the two World Wars to harness the water power of the Highlands of Scotland. There were six Highland Power Bills promoted; all were defeated. One of the arguments against these attempts to make use of the abundant resources of water was that the people whose homes were in the areas affected by the proposed schemes would not benefit from the electricity produced.

I am certain that no one, whether a supporter or an opponent of these earlier proposals, ever imagined that to-day we would have in the Highlands a great public service corporation developing the water-power, with the priority duty of supplying electricity to the ordinary consumer in the North of Scotland. That, however, is what has come to pass.

The organisation is the North of Scotland Hydro-Electric Board created by Parliament in 1943, its autonomy respected, its powers widened, and its area extended by the Act of 1947, which nationalised Britain's electricity supply industry. The Board's job is the development of all future hydro-electric power and its distribution, the surplus being sold to the "Grid" in the Lowlands of Scotland. The Board have also the duty of co-operating in efforts for the economic development and social improvement of their area. This area is three-quarters of Scotland north and west of a line from the Firth of Tay to the Firth of Clyde, and it includes all the glens and mountainous districts, as well as all the islands of the north and west, three-quarters of the area of Scotland, but it has only one-quarter of the total population.

OVER THE LOCH WITH THE NEW ELECTRIC COOKER: The crofter-postman of the village of Shieldaig, in Wester Ross, on his way home across the loch after collecting his new electric cooker. Shortly before, his home had been supplied with electricity from the North of Scotland Hydro-Electric Board's Skye and Lochalsh area.

Originally the Hydro-Electric Board distributed electricity only in the remote parts of the Highlands and islands, but since 1948 they have been responsible for supplying the whole of the North of Scotland.

Six years ago there were 180,000 consumers, or the equivalent of 600,000 people, without electricity supplies, the great majority of them living in the country districts. About two-thirds of those 180,000 potential consumers who were awaiting supplies in 1948 have now been connected to the electricity mains. There were at that time only one farm in fourteen and one croft in 100 with a supply. To-day more than one farm in two-and-a-half and slightly more than one croft in two have the benefits and comforts that electricity brings to the isolated parts of the north. In the whole of the North of Scotland last year, four farms and four crofts *every day* were switched on. That is a great achievement, a great contribution to national well-being, for the main industry of the North of Scotland is agriculture. Electricity in the farm, the farm-house and the farm-workers' cottages helps to keep people on the land and increase food production. The electrification of the isolated districts of the north, however, still lags behind.

In May 1947, I was one of a group of people who gathered on the shore near Morar, Inverness-shire, to watch the first distribution pole being erected by the Board, not far from the place where Bonnie Prince Charlie landed for the 1745 Rebellion. To-day, in that coastal area, about 93 per cent. of the people have electricity installed in their homes. One of the first to install an electric cooker was an old lady of eighty, whose example

(Continued on following page)

# "POWER OF THE GLENS" (*Continued*)

A SECOND DAM FOR THE HYDRO-ELECTRIC SCHEME AT LOCH DUBH: The dam, some 260 ft. long and 40 ft. high across the Allt a' Mhuillin. From this point the water is led to the power station by means of the pipe-line, the tail race discharging into the Allt a' Mhuillin. On Loch Dubh itself there is a dam 290 ft. long and 65 ft. high. The power station, with two 450-kw. turbo-alternators, has an estimated annual output of 5,600,000 units of electricity.

ELECTRIC POWER FOR A RUGGED COUNTRYSIDE: Overhead lines of the North of Scotland Hydro-Electric Board lead down to Ardmair, on the shores of Loch Kanaird. It is hoped that the introduction of electricity may help to transform this somewhat bleak and forbidding country by stimulating agriculture and industry.

THE ULLAPOOL PIPE-LINE: This steel pipe carries th from the Strathkanard catchment area to the Loc power station. It is 3,475 ft. long and 27 ins. in di

(*Continued from previous page*)

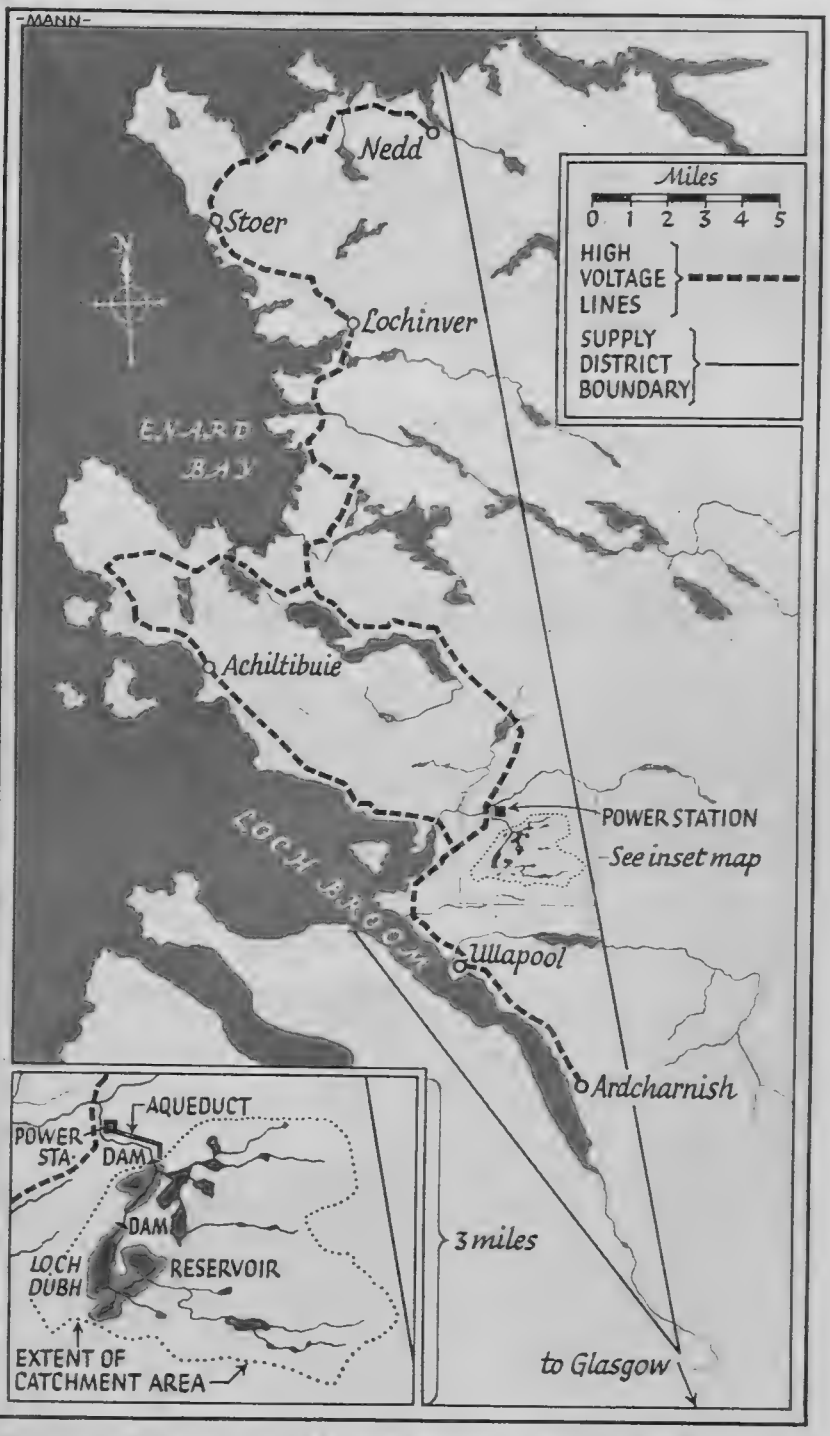
has been followed by over 64 per cent. o housewives in the area.

Last month I took part in an informal ceremo mark the bringing of electricity to the 20,000th sumer in the mainland north of the Great Glen. was at a sheep farm clinging to the hillside 800 ft. Loch Ness, to which there is no road and wh dependent for water supply on a well that often up in summer. One can imagine the changes electricity can bring to that isolated farm an neighbours, changes that may well make the diff between the abandonment of a remote croft a continuation as a food-producing unit.

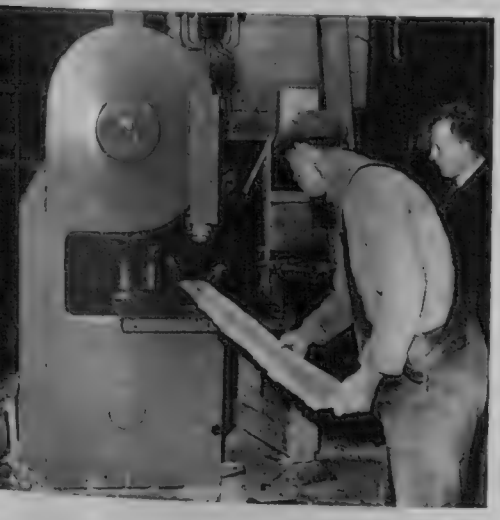
Throughout the whole of the Board's area fro Shetland Islands down to the Mull of Kintyre, and Lewis, in the Outer Hebrides, to Aberdeenshire main task is the extension of the supply lines to is farming areas. This not only adds comforts amenities, but presents new opportunities to m

BUILDING—A NEW ENTERPRISE WHICH HAS RESULTED FROM THE INSTALLATION OF ELECTRIC POWER: Mr. Duncan MacKenzie and his two apprentices push out one of the new rowing-boats made in his boat-building yard at Lochinver, in Sutherlandshire. This yard was opened as a direct result of the supply of electricity which had been made available by the newly erected Loch Dubh (Ullapool) power station.

RICALLY-OPERATED MACHINERY MAKES ITS APPEARANCE ON SCOTLAND'S NORTH-WEST COAST: Mr. MacKenzie and his apprentices working on the hull of a rowing-boat at their Lochinver yard. One of the apprentices is using an electrically-operated drill. Below—A length of timber is cut up on the sawing machine, also powered by electricity.




THE AREA SUPPLIED BY THE LOCH DUBH POWER STATION: This map shows the area in the north-west corner of Scotland which is now receiving electricity from the Ullapool scheme. A recent survey has shown that the two counties in which this area lies, Ross and Cromarty and Sutherlandshire, have suffered considerably from depopulation in the past ninety years.



*On right*—

ELECTRICITY COMES TO HELP THE FARMER: Hay and grass drying at a croft at Plockton, in Ross and Cromarty. The drier here is shared by six crofters, and it has already produced satisfactory results in securing a better grass and hay crop in the comparatively wet conditions which prevail in the north and north-west of Scotland. In 1953, for example, in an exceptionally wet season, some of the crofters would not have been able to secure their crop of hay. The cost of electricity used in drying the hay at Plockton was about £6 13s. a ton load, and if the annual charges on the drier are added, the total cost per ton was between £10 and £12.

and initiative. In Orkney alone, for instance, s have installed more than 900 infra-red lamps neans of reducing the mortality of piglets from n 20–25 per cent. of litters to almost nothing. thness, Sutherland, and the mainland of Ross omarty, 17,375 consumers out of a potential of for the whole area are now on supply. In ess-shire already about 79 per cent. of the possible ers are connected to the mains, and here also t deal of distribution work is going on.

ng the north-west seaboard great strides have en made: 98 per cent. of the total premises in ol—282 consumers—are receiving electricity. the area Ullapool, Braemore, Lochinver, Achiltid Stoer, the consumers now total 644. Further ons, already authorised, mean that all the main ips on this lonely seaboard will be covered.

lo dial meters have been fitted throughout most area. The consumers read their own meters and the information to the Board on a postcard, thus to keep down operating costs. Applecross, Scourie, Kinlochbervie, Durness and Tongue are among places in the north-west and north which will be served by extensions approved during the past twelve months. Along the north coasts of Sutherland and Caithness, more than 70 per cent. of the population are on supply.

Down the north-east coast the story is the same. Here, too, constant progress is being made with distribution. Not long ago, I was able to announce the placing of contracts for an extensive scheme which will bring electricity to about 500 farms and 1,200 other premises in the part of Inverness-shire south and east of the Great Glen, the whole of the County of Nairn and parts of the Counties of Moray and Banff.

The contract, which also covers a very thinly-populated area, 1,000 sq. miles in extent, will mean the erection of about 135 miles of high-voltage lines and 130 miles of low-voltage lines. Round the north-east and east coast to the most southerly section of the Board's area, distribution schemes under construction will bring electricity to more and more country people.

The main task of the Board for the next ten years will be to continue this drive to extend supplies of electricity to the remote parts of their area, and there will be no slackening in this effort to assist a vital food-producing area.

The progress made in the distribution of electricity, and the way in which the people of the north are taking advantage of the facilities which it brings, is reflected in an enormous increase in the demand for power. In ten years, from 1943 to 1953, the demand for electricity in the Board's area has more than doubled and the increase in the last twelve months is about 13 per cent. It is thus necessary for the Board to press on further hydro-electric development.

The policy which the Board has adopted is, without doubt, the best possible for the community which we serve. The same can be said for all our activities, because we interpret our responsibilities in a very wide manner.

There are, for instance, many remote islands where it will be impossible to provide electricity for many years

*(Concluded on following page)*

THE NEW ELECTRICITY SUPPLIES ALSO ENCOURAGE THE TOURIST TRADE: The Morefield Hotel, Ullapool, one of the hotels which, by supplying a high standard of comfort, is furthering the tourist trade so vital to the Scottish Highlands. The introduction of electric power in the Ullapool area has played a leading part in the development of hotels in this part of Scotland. At Lochinver, also, the tourist trade is prospering, and there is talk of another hotel being established there.

# "POWER OF THE GLENS"

(*Concluded from previous page*)

to come. In the meantime, the Board have come to joint agreement with the manufacturers of bottled gas (Calor) and some of the shipping companies and boatmen, so that the inhabitants of these islands now have this source of light and heat at a much cheaper rate.

Credit is also due to the North of Scotland Hydro-Electric Board for the very considerable road-building programme they have undertaken. To date, they have constructed, are constructing, or have contributed towards the construction of some 160 miles of public road, and 100 miles of roads leading to their dams and aqueducts, a contribution to the economy of the Highlands.

This, quite apart from the electrification of hotels and boarding-houses, is a major step towards developing still further the valuable tourist industry of Scotland.

A NEW BRIDGE OVER THE BURN: This bridge was built by the North of Scotland Hydro-Electric Board over one of the burns running into the Allt a' Mhuillin, not far from the new power station in Strathkanaird. The board has contributed towards the construction of some 160 miles of public road.

THE 20,000TH CONSUMER OF ELECTRICITY GETS A PRESENT: Mrs. Urquhart, of Bunloit, Loch Ness, receiving an electric fire from the Dingwall area manager of the North of Scotland Hydro-Electric Board. At left is Sir Hugh Mackenzie, the author of this article, who is Deputy Chairman of the Board.

In fulfilment of the clause in their Act which empowers them to assist in measures for the social improvement and economic development of their area, the Board have taken a leading part in the revival of the stone-quarrying industry in the north, giving practical assistance by constructing or facing almost all their power stations of stone and using stone for sub-stations and staff houses. At Contin, near Strathpeffer, the Board, with the co-operation of the County Council of Ross-shire and the Forestry Commission, are building a new village of thirty stone houses, a new Highland community like the one in Glen Affric, where the depopulation of the Glen has been reversed. The Board are to build more stone houses for their staff at Fort Augustus and elsewhere in the Highlands. These new communities bring new life and hope to the Highlands.

The Board are also experimenting in many directions. One of the most interesting is the trials which they are carrying out in the use of electricity for the drying of hay and grain. Crofters at Plockton, in Ross-shire, for instance, are using a hay drier on a community basis with very satisfactory results. Some of the crofters would not have been able to secure their crop in 1953 had it not been for the electric drier, and the dried hay had a high protein content for that area. In other parts of the north, also farmers are using the Board's drier with highly successful results.

The Hydro-Electric Board has introduced a new factor into the economy of the north. It is providing work, it has brought new amenities and facilities, and it has stimulated the whole life of the area.

LIFE GOES ON AS USUAL: Mrs. MacLean, of Elphin, making hay amid the picturesque Highland country. Only the electric cables overhead betray the fact that electricity has come to the crofts and farms of Scotland's north-west.

THE POWER LINE IN THE CROFTING COUNTRY: Mr. Roderick Boa and his son "stooking" corn in front of their croft at Ardmair, while behind them is the wooden pole carrying the cable which brings electricity to their home.

**DANCING THE NEW YEAR IN AT THE CHELSEA ARTS BALL: The floor of the Albert Hall is crowded with couples in fancy dress, as usual. The theme for the ball this year was "The Seven Seas," and the designer was Mr. Ronald Searle.** The backcloth behind the band on the stage represented a cave in which a pirate with a butterfly net pursued a mermaid whom many thought must at one time have been a pupil of St. Trinians. At the sides of the stage are other of Mr. Searle's piratical and marine figures and above the centre of the hall is his set piece—King Neptune's Court. Although there was no lack of boisterous gaiety, the stewards reported that they had had one of the quietest nights they had known for years.

# WELCOME TO 1955

*New Year Scenes at the Chelsea Arts Ball in the Albert Hall, and in Piccadilly Circus*

*On left—*

**PICCADILLY'S DENSEST CROWDS FOR YEARS: Several thousand people crammed into the Circus, which was lit by three arc lights.** At midnight hundreds of coloured balloons were loosed from the roof of a restaurant and spectators from balconies threw down streamers. Below, people joined hands to sing "Auld Lang Syne" and "There 'll Always be an England." Eros was protected by 12-ft.-high boarding on which were brightly coloured posters appealing for recruits to join the Territorial Army and Civil Defence.

# THE HOME NEWS IN PICTURE

*A PICTORIAL SUR OF RECENT EVE IN ENGLAND*

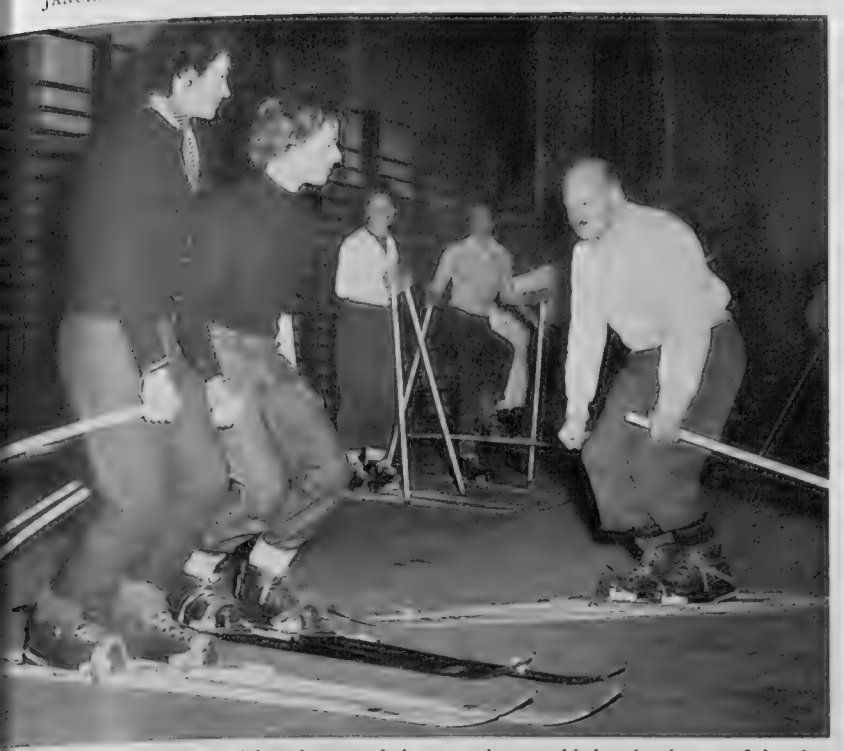
*On left—*

**YOUTH AND AGE IN DISCU** Dr. Gilbert Murray, O.M. president of the Coun Education in World Citi addresses an audience of girls and 500 boys from gr and secondary modern during the twelfth annual of lectures and discussions Central Hall, Westminster. SK subject chosen was " America, a Continent March." Dr. Murray, who eighty-nine this month, im upon the children that alone was larger than the States. The chair was ta Dr. Don Ruben Dario, the raguan Ambassador, and H Humphreys, of London Uni outlined South America's This talk was followed by questions from the c

**MORE TROUBLE OVER THE GRANGE AT FULHAM :** *Above*—The drawing-room at the Grange, which has fallen into a sad state of decay. *Below*—The front balcony, showing the damage which has been done there. Anxiety over the fate of this house, where Samuel Richardson and Burne-Jones once lived, began over two years ago when Professor A. E. Richardson, now President of the Royal Academy, drew public attention to the need to preserve this historic building. Not until nearly four months ago was there any official reaction to this protest. Then the Minister of Housing confirmed a building preservation order on the Grange. In a letter to *The Times* just before Christmas, the P.R.A. said that nothing was being done about preservation, and it appears that while Fulham Council are protecting the building from trespassers, they are doing nothing to prevent natural decay, nor are they bound to do this.

**A JET PIONEER IN A SPACE HELMET :** Sir Frank Whittle is seen wea Perspex space helmet during the first of his series of lectures o "Story of Petroleum" at the Royal Institution in Albemarle Street, L He is surrounded by some of his youthful audience. The lecture wa trated with many examples of things made and things done with petr A mannequin paraded before the audience dressed entirely in petr by-products, and other demonstrations included several chemical experi

**RUSSIAN AGRICULTURAL EXPERTS VISIT THIS COUNTRY :** They are seen demonstration at the Plant Protection Ltd. Research Station at Ferna in Surrey. The experts, who are on a tour of Britain in return f visit by British experts to Russia, are Mr. Nekrutenko (who is wea a dark coat in the picture), lecturer at the Moscow Institute of Mechanisation; Mr. Kumov, on right, mechanical consultant to the Ministry of Agriculture; and Mr. G. Gerasimov, row crop machinery desig

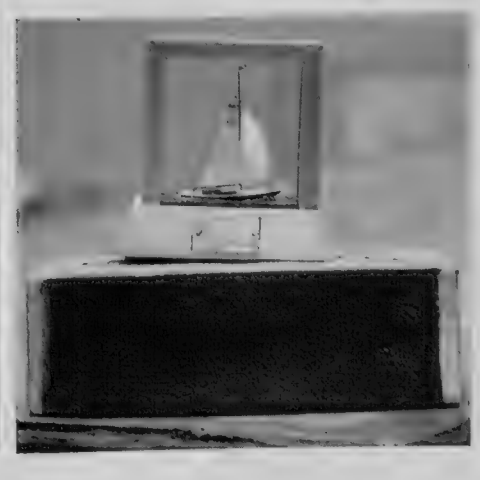


ING IN LONDON: These girls who are being taught to ski in the heart of London are attending a course at Chelsea Barracks run by the Central Council of Physical Recreation. The instructor, seen on the right, is Mr. J. Lightbody, a party leader of the Council, and the two pupils in the foreground are Jean Wiggington, on the left, and Audrey Felgate, both from Harrow. These classes are arranged at centres throughout Britain and are a preliminary to the Norwegian Ski Training Expedition.

TENNIS FOR TEENAGERS: Dan Maskell, Britain's leading professional tennis player, is seen demonstrating the forehand drive to a class of children at a training course held by the Lawn Tennis Association at the Huntercombe Club, near Henley-on-Thames. These courses, which are held annually, last two weeks.

ITTLE MIDDLESEX CHURCH WHERE A THIRTEENTH-CENTURY WINDOW-FRAME HAS BEEN UNCOVERED: *Above*—The church of St. Mary the Virgin in Perivale, which is one of the smallest parish churches in the country. *Below*—The interior of the church, the nave of which is only 33 ft. long. During restoration work, which is being carried out by the Historic Churches Preservation Trust, some early window-frames were discovered, but as the original stonework is crumbling badly, they will have to be covered up again. The wooden tower of the church was built in 1510.

THE NATIONAL BOAT SHOW AT OLYMPIA—A GENERAL VIEW OF SOME OF THE MANY EXHIBITS: The Boat Show, which has been organised by the Ship and Boatbuilders' National Federation and sponsored by the *Daily Express*, is the first of its kind to be held in this country. It closes to-day (January 8). Nearly 150 firms are exhibiting their wares and the ordinary person visiting the Show would be surprised at the great variety of goods produced under the general heading of yachting. One of the most popular exhibits is the Flying Fifteen *Cowslip*, designed by Uffa Fox and lent to the Show by its owner, the Duke of Edinburgh. Other interesting features of the Show were demonstrations by Royal Marine frogmen and the British Aqualung Club.



*On left*—

A SCALE MODEL OF "BLUEBOTTLE": This minute model of Prince Philip's racing yacht is seen standing on a normal-sized match-box. It was made by Donald McNarry, of Barton-on-Sea, in Hampshire.

# HUNTIN SCENE

*Large Fields an Crowds of Specta at Holiday M Show Hunting Britain to be Popular than*

*On left—*

**THE FIELD MOVES OFF : CHELTENHAM : The Co Hunt maintained a tra by holding their Boxi Meet in the Promen Cheltenham. All ov country the crowds Christmas and New Meets showed that h remains one of the popular of British s Recent meets have the popularity of h**

**A MOCK HUNT IN RICHMOND PARK : Members of the Wimbledon Branch of the Pony Club meet at Richmond Park for a practical lesson in hunt discipline and etiquette. The "fox" was Miss Pauline Voss, seen in front in the centre. Behind her is the "Master," Dr. de Launay. His "hounds" were four riders under the control of the "Huntsman," Mr. W. B. Pride. There were many young followers from this branch of the Pony Club, which is one of the most flourishing in the London district.**

**A MEET IN ESSEX : The East Essex Foxhounds met on Boxing Day at H In this picture the Master, Mr. M. S. Gosling, is leading off hounds. those who came on foot was the Chancellor of the Exchequer, Mr. R. A.**

*On right—*

**CROWDS CAUSED A CHANGE OF VENUE : At a meet of the V.W.H. (Earl Bathurst's), arranged for the village street of Bibury, in Gloucestershire, an exceptionally large field turned out. There was also a large number of cars and spectators. So great was the congestion in the street that the venue had to be moved to a near-by field. Here the hunt is moving off. In the background is the famous Old Mill of Bibury.**

ILDREN'S MEET IN SURREY: This was held by the Chiddingfold and Leconfield Hunt at Gospel Green, near Chiddingfold. Hounds enjoyed a great deal of attention from some of the younger spectators before the start.

IEYTHROP AT WOOTTON FOR THE FIRST TIME IN 118 YEARS: They last met at this village near Woodstock in 1836. *Above*—Lord Blandford, the eldest son of the Duke of Marlborough, waits with Miss V. Hermon-Hodge and Mrs. Mackinnon (Joint-Master). *On right*—The field moves off from Wootton past the church in the background.

OPULAR MEET IN BUCKINGHAMSHIRE: A large crowd gathered in the market place of the town of Winslow, in Buckinghamshire, to watch this meet of the Whaddon Chase. Winslow is one of the best centres for this hunt, whose country of grassland with flying fences and doubles with a few brooks provides a stern test for horse and rider. Mr. Dorian Williams, of Tring, Hertfordshire, became Master last year. The pack consists of thirty-three couples, with kennels at Ascott, Wing, near Leighton Buzzard.

# THE MOTORIST AND THE WINTER

*Some Useful Reminders and Hints for the Winter Months, when the Car has a Much Tougher Job to do than in the Summer: Lubricants, Frost Protection, Carburettor Icing, Brakes, Tyres and Batteries, All Need Attention*

By "THE SPHERE" MOTORING CORRESPONDENT

MOTORISTS who make no preparations for winter driving may by now be running into all kinds of trouble. Cars have become so reliable that many owners are tempted to use them right through the year without any more attention than an occasional lubrication service.

Now, that 's not the way to treat a car. It has got a much tougher job to do in winter than in summer, and any trouble you go to in making it really fit to meet these stiffer demands is always well repaid.

Engine oil, for instance. You should already have changed to the thinner winter grade of lubricant recommended for your particular make of car. This will make for easier starting, reduce the strain on the battery and minimise wear on the cylinder bores.

In a list of reminders to members, the R.A.C. puts this engine-oil change at the top and then goes on to make the following points:

(2) The battery should be in first-class condition. If in doubt, have it checked by a battery specialist and, if necessary, replated or renewed.

(3) The distributor points should be clean and in good condition. The gap should be set to the recommended clearance—usually .010 in. to .012 in.

(4) Sparking-plugs should be in reasonably clean condition, both internally and externally, with the points set to the recommended clearance. If they have been in use for 10,000 miles, they should be replaced.

**DRAMA AT BRANDS HATCH:** Car No. 27, out of control at the Christmas meeting at the Kent track, swerves and forces car No. 38 off its course. It then carried on across the grass and hit the photographer (facing the cars on the extreme right), who sustained leg injuries. 50,000 people attended the meeting, at which Stirling Moss demonstrated the new Mercedes-Benz sports car.

(5) High-tension leads must be in good condition. If at all doubtful, they should be renewed.

(6) When possible, it is helpful to "ease over" the engine by hand before using the starter.

The R.A.C. also recommends the use of an under-bonnet heater as an aid to easier starting. The Club gives this additional advice:

*Frost protection:* Use a recognised brand of anti-freeze mixture. Careful attention should be paid to the makers' directions, and cylinder-head nuts and hose connections should be checked for tightness before putting the anti-freeze into the radiator. Many owners whose cars are fitted with heaters do not realise that draining the cooling system does not eliminate water from the heater.

*Carburettor Icing:* Last winter some motorists experienced engine stoppages which were found to be due to the carburettor "icing-up." This occurred only under certain conditions of atmospheric humidity and temperature. A repetition of this trouble is unlikely, as the petrol companies have recently introduced changes in the blending of the motor fuel on sale during the winter months.

*Brakes and Tyres:* The importance of good brakes and tyres cannot be over-emphasized. Fallen leaves, rain, snow and ice all affect adhesion between wheel and road surface, and this places added responsibility on all drivers.

Braking efficiency depends not only upon braking power, but also upon smooth operation and balance. Tyre adhesion calls for treads in good condition and for correct inflation pressures. The latter, which are far more critical to tyre life and behaviour than is generally realised, are frequently overlooked.

This business of carburettor icing is interesting, and I am indebted to Clevecol for the following description of the phenomenon:

"It can occur in the following circumstances . . . when the atmosphere is exceptionally humid and its temperature a few degrees above the freezing-point of water—say between 33° and 40° F.—the air-fuel mixture in the induction pipe carries with it a small percentage of water. Modern fuels have a plentiful share of volatile fractions which are desirable for quick starting, a quick get-away and, to some extent, anti-knock value.

"When, however, these low-boiling-point parts evaporate, the surroundings in which evaporation takes place are sharply cooled due to the latent heat necessary to convert a liquid into gas.

"Before a car engine is fully warm, or if the carburettor is so insulated from the engine that its operating temperature is low—quite a good feature—this loss of heat can reduce the temperature of the air-fuel mixture sufficiently for the freezing-point of water to be reached and the particles of moisture present become ice and may then choke the jets, causing engine labouring and possible stoppage."

And now a word or two more about batteries. This is the time of the year when they have most to do. Parking lights, fog-lamps and heaters, not normally used in the summer, all help to drain the "juice" away. If, however, reasonable care is taken—including, of course, proper "topping-up," the modern battery is equal to almost all the demands that can be made upon it.

If your battery is in good shape, do you know for how long you can normally leave your car with the sidelights on? More than forty hours! The current needed for four or five hours' parking can be replaced in half an hour or so of reasonably fast motoring.

But if your winter driving consists of a series of short runs—to the office, to the shops, to the cinema—interspersed with long spells of parking with the lights on, the cumulative effect is considerable. Running time is never quite enough to restore the drain of parking time. Very slowly, but surely, the battery becomes progressively more under-charged; and whilst it may still be giving you a start at the end of the winter, its total life has been needlessly impaired.

So it 's a good plan to have the battery checked once or twice during the winter. "As a general rule," says an expert, "half an hour on the road will fully re-charge any battery after normal use. But if you consistently park for over three hours with lights, and then make a run of under thirty minutes—as, for instance, when you park outside the cinema or leave the car in the road and garage it after you have run your visitors home—then you may be asking for *avoidable* trouble."

Still on the subject of winter motoring, I want to pass on to those of you whose cars are fitted with windscreen washers a word of advice from Trico-Folberth, the car equipment people who make a lot of these washers.

They tell me that many motorists are topping-up their under-bonnet washer jars with the wrong kind of liquid. They urge the use of washer solvents specially prepared for the job, and say: "This washer liquid is often erroneously referred to as 'anti-freeze.'

"While it does in fact contain chemicals to lower the freezing-point of the water in the jar, primarily to prevent this from cracking, it is, by and large, a detergent to aid the removal of dirt from the screen.

"From our tests we have found it is bad practice to use anti-freeze, as it will attack the tubing and the rubber in the windscreen wiper blade, in addition to causing the jets to clog. It is a mistake to use anti-freeze in the hope of stopping water freezing on the screen, as the strength of mixture necessary to achieve this effect would completely blot out vision with a smeary film."

If you get annoyed sometimes because your windscreen mists up inside—usually on cold, wet days—and your car heater seems unable to keep it clear, I recommend that you keep in the car one of those chemical-impregnated anti-mist dusters now on the market.

One I am trying out myself at the moment is called "Look," and it seems to do the trick. After rubbing it over the inside of the screen and windows before setting out in the morning, you can rely on the inside of the glass keeping reasonably clear for the rest of the day.

Back, now, to the subject of oil. Shell-Mex and B.P. Ltd. have recently announced new kinds of B.P. and Shell lubricants which they claim retain their viscosity all through the year to such an extent that they can be used all the year round.

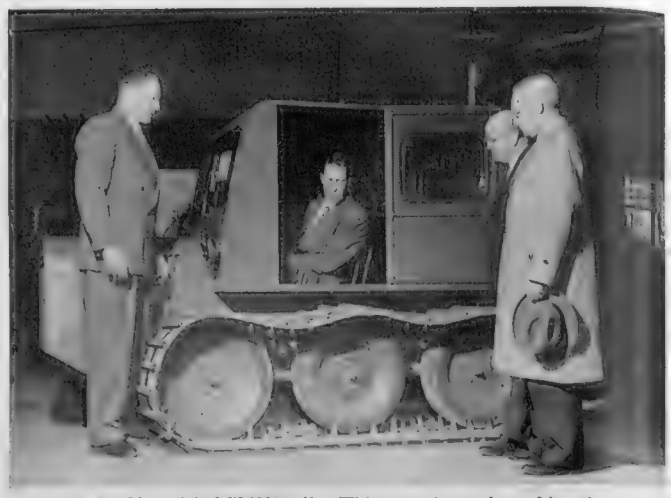
This obviates the need for changing to a thinner winter oil, yet to my mind this does not seem to confer any great advantage. While you are making one of your periodic engine-oil changes, there is surely no difficulty in asking the garage-man to fill the sump with thin oil instead of thick.

I am more interested in the other claims made for these new lubricants. For the new B.P. Special Energol Visco-Static oil, for example, the makers boast that "it is an oil which, while capable of withstanding the rigours of high speed and high-duty operation, flows so freely under the coldest starting conditions that over-all wear, under these conditions, is reduced by 80 per cent. and engine life can be doubled."

In addition, Visco-Static, they say, gives easier starting and improved oil consumption. This new oil will be sold only in sealed tins and is retailed at 2s. 6d. a pint and 16s. 6d. a gallon. It has been given a distinctive red colouring.

Announcement of the new Visco-Static was quickly followed by news of an addition to the Shell X-100 range. It is known as the Shell X-100 10W/30. Now, I ask you! Can't they think up better names than these? Who on earth can remember that jumble of letters, figures, strokes and hyphens?

Anyway, Shell X-100 10W/30 seems to do the same sort of job as B.P. Special Energol Visco-Static. What wonders have been wrought by the evolution of all these special additives! At least, so they tell us!



**A MECHANICAL "ST. BERNARD":** This experimental machine, built at the Utah Scientific Research Foundation at Logan, is designed for progress through deep snow in rugged country. It is a light version of the Frandee Snoshu developed at the Institute (which is associated with Utah State Agricultural College) in 1948, and will carry two persons and supplies. Officials declined to estimate the cost of the "St. Bernard," but said that it should be within the reach of individual ranchers. From left are J. Glen Longhurst, Institute shop foreman; LeRoy France (who, with Emmett Divine, developed the "St. Bernard"); E. G. Peterson, managing director of the Institute, and D. Chase, President of U.S.A.C.

**MOBILE TRAFFIC CONTROL IN NEW YORK—AN EXPERIMENT IN THE HOLLAND TUNNEL:** A Port Authority Patrolman controls New York-bound traffic from a catwalk car in the Tunnel. The car is powered by a 3-h.p. electric motor and can be driven in either direction along a miniature railway on a 2½-ft.-wide catwalk. It has duplicate push-button controls which allow the speed (up to 12 m.p.h.) to be maintained steadily in either direction. If the cars were brought into regular use the number of traffic police in the tunnel would be reduced.

CONDITIONS OF SALE AND SUPPLY.—This periodical is sold subject to the following conditions, namely, that it shall not, without the written consent of the publisher first given, be lent, resold, hired out or otherwise disposed of by way of Trade except at the full retail price of 2s., and that it shall not be lent, resold, hired out or otherwise disposed of in a mutilated condition or in any unauthorised cover by way of Trade, or affixed to or as part of any publication or advertising, literary or pictorial matter whatsoever.

**A MARSHAL OF FRANCE WHO MAKES ADVANCES—AND A KING OF FRANCE WHO WOULD LIKE TO:** Two scenes from *The Little Glass Clock* at the Aldwych Theatre. *On left*—The Maréchal François de Sèvres (Basil Sidney) makes overtures to Gabrielle, Comtesse de Montfort (Kay Hammond), while believing that her husband has gone to the wars. *On right*—King Louis XV (George Curzon), who has come on a similar errand, graciously extends his hand to Armand, Comte de Montfort (John Clements), who is masquerading as a priest. On the table stands the little glass clock, a wedding present from the Comte to his charming wife.

**THE DRAMA UNFOLDS TO THE ROLL OF DRUMS:** News of unexpected promotion for the Comte comes from a Lieutenant of Cavalry (Robert Beaumont), who is accompanied by a Drummer Boy (Tony Burton). On the left sits the Abbé Matignon (George Relph), friend and confidant of the Comte and Comtesse, whom he has just married.

# COMEDY AND REVUE IN LONDON

*"The Little Glass Clock" at the Aldwych Theatre, and "Pay the Piper" at the Saville Theatre*

Kay Hammond and John Clements returned to London last month in a charming comedy of errors which is beautifully dressed and set in eighteenth-century France by Doris Zinkeisen. *The Little Glass Clock* at the Aldwych Theatre gives the acting couple full reign for comedy as the newly-married Comte and Comtesse de Montfort. The Comte is amazed to learn that he had been promoted to the rank of General, and even more surprised to hear that he has been ordered to the wars on his wedding night. It soon transpires that a Marshal of France (Basil Sydney), who is responsible for this sudden rise to power, intends to stay at the Comte's chateau on that very night. The Abbé (George Relph) helps to frustrate these schemes, though further danger is threatened from no less a person than the King (George Curzon); but he, too, is defeated. Perhaps the hero is the little glass clock itself, a present from the Comte, which chimes at the eleventh hour to save the marriage and reward virtue.

**DANCE AND SONG AT THE SAVILLE THEATRE:** Yvonne Barnes (left) and April Olrich, one of the leading dancers, in the *Winkle Song*, a sketch from the Laurier Lister revue, *Pay the Piper*. The show stars Elsie and Doris Waters, and Elisabeth Welch.

**AN EMINENT EDWARDIAN IS PAINED:** Desmond Walter-Ellis is aghast as he sees the effects of the fashion which he started on the three youths by his side. *Pay the Piper* is a spectacular musical revue devised by Laurier Lister, with lyrics and music by Michael Flanders and Donald Swann. Elsie and Doris Waters are somewhat subdued in their ever-popular sketches, and only once do they do their Gert and Daisy turn. Elisabeth Welch and Ian Wallace lend their pleasant voices to a number of very amusing sketches, notable among which are renderings of Miss Muffet and an income tax collector. Desmond Walter-Ellis also has some comic scenes as a Wimbledon umpire and as the eminent Edwardian. April Olrich adds to the catchy tunes vigorous dance scenes which enhance the colour of the décor and dresses in a lively evening.

*The World of Books*—By VERNON FANE

# "A WINTER BOUQUET"

*This Seasonable Title has been Chosen by Susan, Lady Tweedsmuir, for Her Further Chapters of Reminiscence and Autobiography; and a Selection of the First of This Year's Publications, Including a Number of Novels*

SUSAN, LADY TWEEDSMUIR has written some further chapters of reminiscence and autobiography in A WINTER BOUQUET (Duckworth. 12s. 6d.), taking her title from one of those outwardly prosaic but inwardly imaginative publications, a nursery gardener's catalogue. The mood of the book is elegiac, often wistful, but the author keeps a reasonably firm hand on sentiment when she is writing about old friends. The chapter on her husband, the late John Buchan, though equally concerned with his relations, friends and children, gives a brief, exact picture of his working day which I always think is one of the minor, fascinating things one may learn about a distinguished man.

John Buchan's rules about his writing hours were inflexible—and that itself seems to be an invariable rule with authors of established reputation. He worked every morning, concentrating intensely, we are told, until half-past twelve, and in the afternoon he preferred to walk or to garden. There was a popular story about him in his lifetime that, since he lived near Oxford most of his novels were written in the London train; a picturesque fiction and no more. He wrote many books in which the background was a pleasant and leisured country-house life that scarcely exists now. "My husband wrote in what was a different mental climate to that of the 1950's," says Lady Tweedsmuir, "and it is hard for those who were born in the last thirty years to grasp what the picture was like . . ." and later, "If John Buchan was still alive he would, I feel certain, still choose the sunnier and saner aspects of life for the subjects of his books."

**MARY PICKFORD ATTENDS COURT SESSION:** In Hollywood, the screen actress attended the Superior Court Session in December, when the judge ordered the sale of United Artists studio, of which she is a part-owner. Miss Pickford, the wife of Buddy Rogers, did not testify. She said it was the first time she had been in court since she adopted two children eleven years ago.

A different form of adventure is the theme of Mr. C. T. Stoneham's book, well named BIG STUFF (John Long. 12s. 6d.). The author is a hunter-naturalist whose experiences of Africa in particular go back for fifty years and, as if to emphasise that span of memory, the dedication is to one of Kenya's oldest pioneers and a famous lion hunter.

One of the most convincing points made in this book is that, although the methods of the safari have changed in Mr. Stoneham's lifetime from a matter of foot-slogging and four-bore elephant guns to high-velocity weapons and highly mechanised expeditions, there is no change at all in the spirit of the chase. Thirst is still the enemy, a man's eye and hand must still be steady, and an unarmed photographer runs risks as great as any of his shooting forebears. In this connection, by the way, I would like to suggest that the reader has a really good look at some of Mr. Mervyn Cowie's photographs, which includes one of a cow rhino charging the camera and the man behind it, which has to be seen to be appreciated.

THE SKI AND THE MOUNTAIN (Hurst and Blackett. 15s.) has many of the best aspects of a book by an expert on his own subject, for it is by Mr. Thomas Paynter, who knows both how to ski and how to climb, was elected to the Alpine Club nearly twenty years ago, was a climbing instructor to the Lovat Scouts and one of a team of six led by F. S. Smythe. Nevertheless he tells us that he started both sports fairly late, and explains, kindly and categorically, how it is both possible and (relatively) safe to do both oneself. "There have been good skiers of around eighty," he adds cheerily, and names one. "There is an element of risk in every sport," is, however, my favourite line. "Even in marbles; children swallow them, and marbles strewn on a staircase can give you the fright of your life, or even bring it to an abrupt conclusion." In the meantime, and notwithstanding, Mr. Paynter has written the vivid and colourful book of a man who loves mountains, however approached, and who hopes to make the reader share his feeling.

In a market as crowded and competitive as is, currently, the English-speaking fiction market, it is reasonable that there should be a small book of practical advice on the specialised subject of the writing and selling of short stories. SELL THEM A STORY (Constable. 7s. 6d.) has been written by a literary agent, Jean LeRoy, who presumably knows her stuff, and who might even find her job simplified if the book's precepts were intelligently assimilated. I found it very good value myself, and can well see what a help it could be to anyone engaging on these dangerous pursuits. The chapters on *Market Research* and *Aiming Accurately*, for instance, could scarcely be bettered, and there are good points to be gleaned from the pages on style. But most of all I applaud Jean LeRoy's choice of a quotation from Sheridan that easy reading was damned hard writing.

The little book I have just been discussing puts a proper and, of course, practical emphasis on the romantic content of short stories as designed for specified markets. The first of this week's novels, THE EYE OF HEAVEN (Collins. 10s. 6d.), without, as far as one knows, the benefit of such advice, takes the same line and is boldly and completely romantic, the story of a year's ecstatic love-affair between a young English wife and an Italian. There is no solution to their brief history, no real ending happy or otherwise, but Isabel Quigley has succeeded in writing of them as two human beings transformed and made almost thoughtless by the completeness of their passion. It might be argued that the situation, at least in the months described, is a little too idyllically smooth and sheltered from annoyance, but the magic of the emotional climate is strong enough to convince for as long as one is actually reading, and that, perhaps, is as much as one should ask.

UNFINISHED WOMAN (Routledge and Kegan Paul. 10s. 6d.) is another form of love-story, far more introspective and less direct, and written as it were at one remove; a woman's recollections after the death of her husband and not, lively and immediate, as the contemporary record of their lives together. Mr. Francis Scarfe has a poetic quality in his writing which, in itself, singles the novel out from the humdrum, but the feelings recorded are neither sharp nor intense in their effect, and that, together with the frequent use of rhythmic cadences, tends to make the story that the book tells a little faraway and unreal.

THE HERITAGE OF QUINCAS BORBA (W. H. Allen. 12s. 6d.) is just as tempting and just as unreliable a recommendation as avocado pears or lake scenery or *bouillabaisse* which, irrelevantly, has been described as one man's meat and another man's *poisson*. As far as I am concerned, I enjoyed this novel with its sour-sweet comedy, its Olympian detachment and, in spite of the quirks, its total absence of whimsy, a wonderfully rewarding piece of reading. The nineteenth-century Brazilian author, Machado de Assis, was one of his country's greatest novelists, and this translation from the Portuguese has been made by Clotilde Wilson with considerable feeling for the exactness of terms. The book is funny and bitter and odd and, I think, quite unforgettable: the story of a kindly but confused schoolmaster who inherits money, property and a dog from a grateful eccentric, and by means which are successively comic and pathetic, but never grotesque or sordid, comes to his own sad end. Sad, that is, to anyone who does not agree with the implication of de Assis that the only really happy people are those who live in a world of illusion.

Mr. John Gillies is a new and amusing young writer whose first novel, VOYAGERS IN ASPIC (Collins. 10s. 6d.), describes the vicissitudes of a shipload of New Zealanders, bound for England, the culmination of a life's ambition and, for the most part, disillusion. Mr. Gillies has real comic invention, an agreeable feeling for words and has a good deal of fun with his characters. Much of his comedy seems to be visual and the account of the two inebriated passengers trying to cross the wharf from taxi to ship in Suez, passing each other intently like Morris dancers on an English green, made me really laugh aloud.

SEA TO EDEN (Hodder and Stoughton. 10s. 6d.) is another, but different, story of the sea by Mr. Bennett Stanley, who writes of a 70-ton yacht sailing out of Panama with as mixed a bag of passengers and crew as can be imagined, and all the seeds of discord and trouble firmly stowed away on board. The sea and boat stuff here is excellently done, demonstrably by someone who knows his material, and the story is none the worse for being straightforward and unpretentiously told.

Mr. Chris McManus writes about yet another facet of ship life in THE DEEP-SEA TOW (Harrap. 10s. 6d.), which tells of some of the hazards and dangers affecting the comparatively small ships that do salvage work. Generally these are about 160 ft. overall, and seldom more than a thousand tons, but they are tremendously tough and can stand up to punishment better than many bigger ships, with heavy weather as their harvest time and shipwrecks as their business.

Mr. Claude Houghton's novel, THE CLOCK TICKS (Hutchinson. 10s. 6d.) is not properly a thriller, but a psychological study of the effect of a violent death—in this case a suicide—on a potentially guilty couple. The slow and careful building up of tension, remorse and finally the flash of complete understanding are thoughtful rather than exciting, and there is very little action, but it is far from being a negligible story.

THE HOUSE IS FALLING (Crime Club. 10s. 6d.) is little blurred in outline because of its loose ends, and lacks the sense of urgency and strain that I think the author meant it to have, but it is none the less very agreeable reading, sensible, civilised and realistic, and I very much enjoyed the picture that Mr. Nigel FitzGerald gives of a West of Ireland countryside, more concerned with the local race week than with a local murder.

## AFRICAN ASSESSMENTS

*Kenya in the Shadow of Mau Mau—the Union Under Malan*

Two of the most remarkable and unwelcome political manifestations of our day are to be observed upon the African continent, one in Kenya, where a once cheerful people, the Kikuyu, have relapsed almost into barbarism, and one in the Union of South Africa—Malan's Africa, Strijdom's Africa—where such a deep intolerance marks racial relations. It is vital that we should study these matters and from many angles. Two new volumes present us with opportunities this week. Ione Leigh's IN THE SHADOW OF THE MAU MAU (W. H. Allen. 16s.) is a notably authoritative piece of work, because the author went to Kenya to live a few years ago and she has been on the spot throughout the troubles. Miss Leigh has not allowed the embittering circumstances of life in Kenya to mar her judgment, and her final chapter, *The Underlying Causes*, is a most intelligent and fair-minded piece of work. Where she feels the white race has failed is in not raising the standard of living of the East Africans, in not giving them better housing and equipment and, more than that, in not teaching them craftsmanship. More thought, too, she says, should have been given to Kenya's women. They should have been taught to sew and cook, not left in their primitive state. If we had done these things, says Miss Leigh, we might have created a nation with a moral code. Of course it is not too late, but something will clearly have to be done quickly in this land of mounting tragedy.

Robert St. John's THROUGH MALAN'S AFRICA (Victor Gollancz. 13s. 6d.) is another very fair-minded book. He, too, is on his guard against partisan arguments, and if there is any bias it is in the direction of those liberally-inclined white politicians who believe passionately that only through tolerance can we achieve lasting progress in Africa. In his travels through the Union Mr. St. John, who is an American of cosmopolitan experience, has attempted to assess the many and conflicting elements, the sadly-gay Cape coloureds, the proud Africans, the shrewd and determined Indians, the hospitable but narrow Afrikaners, and the still colonially-minded British. His is a most complex task, but who better than an American to attempt it, for the United States has carried the cross of racial conflict for all her days, with two distinct ways of life at stake, centred round just some of those problems that beset the African Union to-day. Bravo to Mr. Robert St. John who, idealist that he is, dedicates his book to all those who are striving to make Africa "a happy land, a Laughing Golden Land for EVERYONE." Knowing what he does of the Dark Continent's "deep south," however, it is hard to believe that he can truly believe in any immediate reality for such a dedication.

"I am thirty-six years old and whatever happens a big part of my life was lived in Russian prisons. It has made me into a bigger misfit than I was born. I don't even belong where I was born any more. I don't talk that language or think those thoughts any more—I have strange bits of unusual knowledge, and great bits of blank. But for those years in Vladimir I should never have met and known such friends as Bishop Matulionis, Father Mironas, the Archbishop, dear old Professor Klaiberg. These were my friends. The only real and true friends I have ever known." In these words Private Kelly, of the R.A.M.C., who dropped on Arnhem in 1944, spent the remainder of the war in Stalag 4b, and settled in Leipzig after the war, where he lived freely and openly, doing quite a bit of doctoring, tells his dramatic story which had its climax in the terrible Russian prison of Vladimir. PRIVATE KELLY (Evans Bros. 12s. 6d.) is an important book, for it concerns all the turmoil and chaos of post-war Europe. It is a well-written book and simply written, and it is often most moving, because it is infinitely sad.

Here is another piece of war history from the R.A.M.C., this time from Colonel K. P. MacKenzie, who tells his story as Senior Medical Officer in war-time captivity under the Japs in Rangoon Jail. If Private Kelly reveals the degradation of war-torn Europe, the Colonel no less completely reveals the stark tragedy of the Asian war, even though his field of vision is, for the most part, kept within the narrow confines of a single prison. OPERATION RANGOON JAIL (Johnson. 15s.) is an ordeal of a book. It is not written in white-hot anger, but nearly a decade after the Japanese atrocities were committed upon British prisoners of war. Because of that it gains immeasurably in force, and we must surely respect the views of the author, who holds that the world will have to think twice before it allows too much authority to this race which abused its power in such flagrant fashion.

Garry Hogg, a most able and enthusiastic creator of travelogues, is the author of PORTUGUESE JOURNEY (Museum Press. 16s.). This is a neat blend of the factual and the interpretive, and what is perfectly clear is that Mr. Hogg enjoyed every minute of his stay in Portugal.

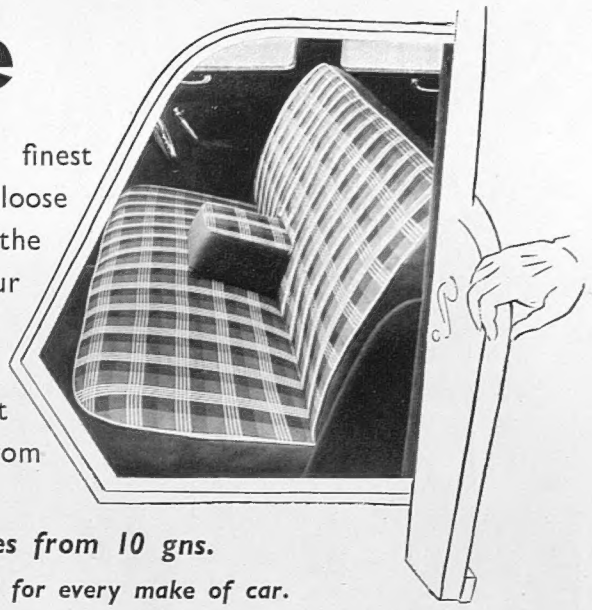
TRUE REMEMBRANCES (Country Life. 25s.) is the story of Philip Tilden's work as an architect. Sir Philip Sassoon's house at Lympne, Sir Winston's house at Westerham, and the castle that Gordon Selfridge never built, all figure largely in these pages written by a staunch individualist who has found great joy in his profession.

*In Saskatchewan and Santiago, in Switzerland and Ceylon, and, indeed, all over the world, the postman is ever-welcome. The more so when, on a certain day each week, they know that he brings The SPHERE, direct from London, England. A maple leaf on the cap band identifies the Canadian postman, shown here in Summer uniform. The photograph is reproduced with the permission of Her Majesty's Postmaster-General.*

IT 'S a long way to Salt Spring Island, in the Canadian Province of British Columbia ; probably, to those who have roots in Britain still, the postmark *London, England*, will bring a surge of pleasure and anticipation. For who *wouldn't* look forward to the mail from "home" in any faraway place ? And who *could* be more appreciative of a publication like The SPHERE every week ? To send it to a relative or friend as a birthday gift or to celebrate a personal anniversary costs you as little as **£3 . 1 . 3** ! (for 6 months) And it 's so very easy ! The Publishing Office of The SPHERE does the work for you—addressing, wrapping, stamping, posting, for this all-inclusive cost. Subscription rates are detailed below. Your regular bookstall or newsagent will welcome your enquiries ; alternatively, just write direct to The Publisher at the address given below.

*The SPHERE can be sent to any part of the world (except Canada) for £5.18.6 (six months—£3.1.3). For Canada the rates are £5.14.0 (12 months) and £2.19.0 (six months). These rates include the extra Christmas double number and all other special numbers published during the period. Your instructions should be sent to The Publisher, The SPHERE, 195, Strand, London, W.C.2.*


# Covers that catch the eye



Made from the finest materials, Oyler loose covers enhance the appearance of your car, increase the comfort of your seats and prevent your clothes from becoming shiny.

***Prices from 10 gns.***

***Individually tailored for every make of car.***

*Write for prices and range of patterns stating make, year and H.P. of car*

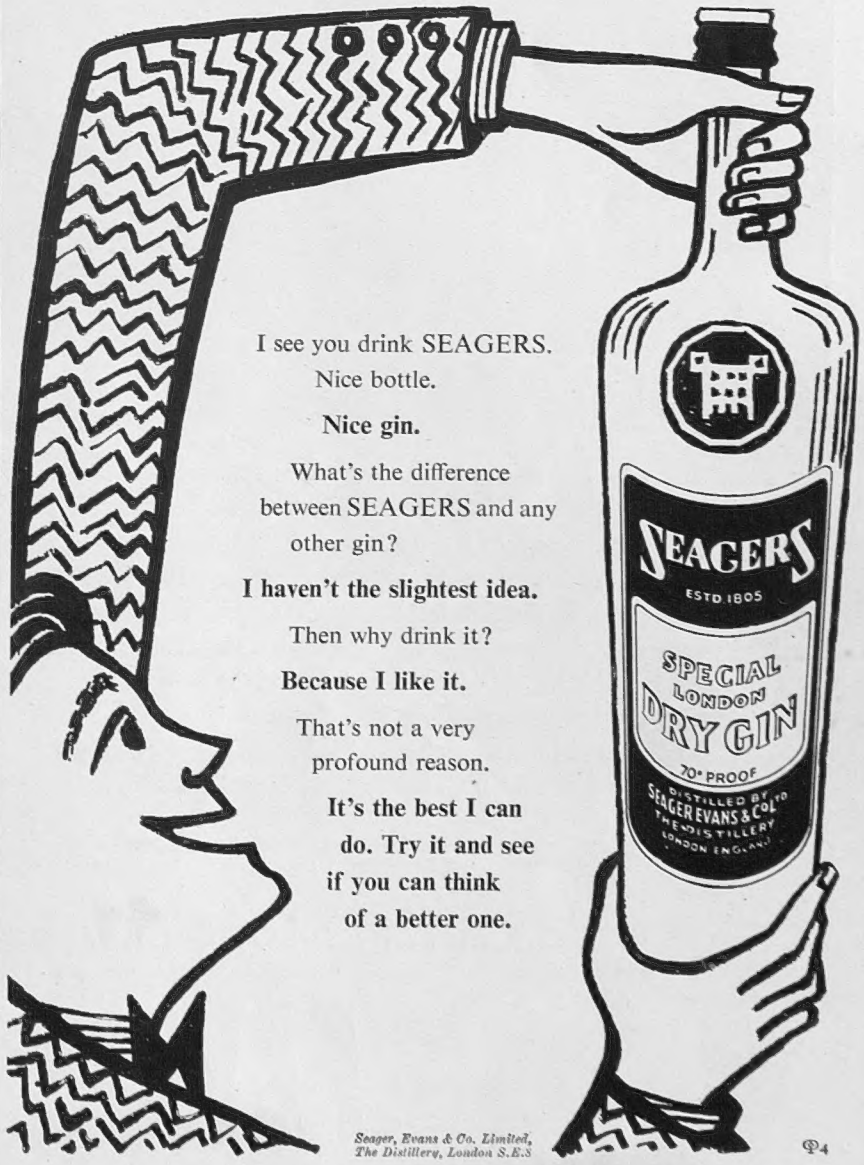
**OYLER & CO**

**THE CAR TAILORS**

**62D, New Cavendish Street, London, W.1.**

**Makers of car loose covers for more than 25 years.**






I see you drink SEAGERS.
Nice bottle.

**Nice gin.**

What's the difference between SEAGERS and any other gin?

**I haven't the slightest idea.**

Then why drink it?

**Because I like it.**

That's not a very profound reason.

**It's the best I can do. Try it and see if you can think of a better one.**

*Seager, Evans & Co. Limited, The Distillery, London S.E.8*

P4

# More B.O.A.C. world-famed *Constellations* along all routes east !

★ MIDDLE EAST

★ SOUTH AFRICA

★ FAR EAST

★ AUSTRALIA

*Limited passenger list ensures more room, comfort, personal service*

Fly First Class to the east by B.O.A.C. *Constellation!* Speed! Luxury! Dependability! And *such* luxury, too. Relax—really relax—in the deep comfort of a fully-reclining " slumberseat " . . . a seat where you can s-t-r-e-t-c-h out and sleep soundly, then sit up and just *lounge* in the daytime! Delicious free meals and attentive service throughout your journey. No tips or extras. It's air travel to the east at its best by B.O.A.C. *Constellation.*

Also Tourist services throughout the Eastern hemisphere by B.O.A.C. *Argonaut* airliners. Four-engined and fully pressurized. Same high standard of B.O.A.C. service and experience.

| *Now in service!* | | *Soon in service!* | |
|---|---|---|---|
| To: BANGKOK | JOHANNESBURG | To: ABADAN | DUSSELDORF |
| BEIRUT | KARACHI | BAGHDAD | HONG KONG |
| BOMBAY | KHARTOUM | BAHRAIN | KUWAIT |
| CAIRO | NAIROBI | BASRA | LIVINGSTONE |
| CALCUTTA | ROME | DAMASCUS | RANGOON |
| COLOMBO | SINGAPORE | DELHI | TOKYO |
| DARWIN | SYDNEY | | |
| FRANKFURT | ZURICH | | |
| JAKARTA | | | |

*(Services to South Africa in association with S.A.A.; to Australia in association with Qantas.)*

*Consult your local B.O.A.C. Appointed Agent or B.O.A.C., Airways Terminal, Victoria, S.W.1 (VIC 2323); 75 Regent St., W.1 (MAY 6611); or offices in Glasgow, Manchester, Birmingham and Liverpool (see your Telephone Directory for details).*

**B.O.A.C. TAKES GOOD CARE OF YOU**

**FLY B·O·A·C**

BRITISH OVERSEAS AIRWAYS CORPORATION WITH QANTAS & S.A.A.


Published Weekly by ILLUSTRATED NEWSPAPERS, LTD., Ingram House, 195–198, Strand, London, W.C.2, and Printed in England by THE ILLUSTRATED LONDON NEWS AND SKETCH, LTD., Milford Lane, London, W.C.2. SATURDAY, JANUARY 8, 1955. Entered as Second-Class Matter at the New York (N.Y.) Post Office, 1903.